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# Sailors' Magazine



and SEAMEN'S FRIEND

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# CONTENTS.

MAGAZINE.	PAGE
A New Year Greeting.....	1
From the Fireside to the Forecastle.....	2
The Seaports of the Bible.....	6
The Sailor of Newfoundland; or, the Two Systems Contrasted.....	12
The Close Cling to Jesus.....	14
Our Prayer Meetings.....	15
Wrecks of a year.....	17
Sitka Harbor.....	17
The New Sea Signal Code.....	17
To Our Life Directors and Life Members..	17
The Sailor's Text.....	18
Work Among Seamen.....	18
Italy—Naples.....	18
The Honolulu Bethel Repaired and Re- painted.....	19
South America—Valparaiso.....	19
New York City.....	20
Portsmouth, N. H.....	21
New Orleans, La.....	21

MAGAZINE.	PAGE
British and Foreign Sailor's Society.....	22
The Sailors' Home New York.....	22
Matters of Interest in Loan Library Work	23
From the U. S. Life Saving Stations....	25
Their Good Record.....	26
Obituary—William F. Damon.....	26
“ —Charles H. Dabney.....	24
To Seamen.....	26
Position of the Planets for January, 1880..	27
Marine Disasters in November, 1879.....	27
Receipts for November, 1879.....	28

## LIFE BOAT.

A Sea Captain's Story—Trusting God and Coming into Boston Harbor.....	29
A Child's Heart.....	30
The Sailor Boy.....	30
To Sabbath School Superintendents.....	31
“I Can Swim, Sir”.....	31
A Little Errand for God.....	32

## THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly pamphlet of thirty-two pages, will contain the proceedings of the American Seamen's Friend Society, and its Branches and Auxiliaries, with notices of the labors of local independent Societies, in behalf of Seamen. It will aim to present a general view of the history, nature, progress, and wants of the SEAMEN'S CAUSE, commending it earnestly to the sympathies, the prayers and the benefactions of all Christian people.

It is designed also to furnish interesting reading matter for Seamen, especially such as will tend to their spiritual edification. Important notices to Mariners, memoranda of disasters, deaths, &c., will be given. It will contain correspondence and articles from our Foreign Chaplains, and of Chaplains and friends of the cause at home. No field at this time presents more ample material for an interesting periodical. To single subscribers ONE DOLLAR a year, invariably in advance. It will be furnished Life Directors and Life Members gratuitously, *upon an annual request for the same.*

## THE SEAMEN'S FRIEND

Is also issued as an eight page tract adapted to Seamen, and gratuitously distributed among them. It is furnished Auxiliary Societies for this use, at the rate of one dollar per hundred.

## THE LIFE BOAT.

This little sheet, published monthly, will contain brief anecdotes, incidents, and facts relating to Sea Libraries.

Any Sabbath-School that will send us \$20, for a loan library, shall have fifty copies gratis, monthly, for one year, with the postage prepaid by the Society.

In making remittances for subscriptions, always procure a draft on New York, or a *Post Office Money Order*, if possible. Where neither of these can be procured, send the money *but always in a REGISTERED letter*. The registration fee has been reduced to *ten cents*, and the present registration system has been found by the postal authorities to be *virtually* an absolute protection against losses by mail. All Postmasters are obliged to register letters whenever requested to do so.

# SAILORS' <sup>THE</sup> MAGAZINE



## AND SEAMEN'S FRIEND

Vol. 52

JANUARY, 1880.

No. 1.

### A NEW-YEAR GREETING.

We esteem it a high privilege, as we begin the FIFTY-SECOND volume of the SAILORS' MAGAZINE, to extend to our readers, the good wishes of the season. We have been glad to count large numbers of them as firm friends of the Seamen's Cause, for scores of years. And these, with others, who have come to know and love it later, will rejoice with us in the fact that at the opening of no other twelvemonth has it ever seemed to have so wide and deep a hold upon the sympathy and support of the church of Christ, as now.

So, at no other time has God granted to us more unmistakable evidences of approval upon the Society's efforts to preach the gospel to the men of the sea, than in the recent past. Indeed, in this respect, we are more and more moved to solicit the prayerful coöperation of all friends, old and new,—at home and abroad, on land and on sea,—that we, with our faithful Chaplains, and other Christian laborers for seamen, may be so guided of God's Spirit, that He may see fit, henceforth, to crown our labor with its past success, and with even more abundant blessing.

After presenting the Sailors' Cause in a crowded assembly, not long since, the pastor of the church followed us with the effective remark that what is to be done to bring the sailor to



Christ, must be quickly done. "Never, (said he) shall I forget preaching at the Brooklyn Navy Yard, a year or two since, to an audience of over a hundred seamen. Never can I forget their eager attention, their almost tearful interest. Never shall I forget the awful sense of responsibility that came upon me, when I was told, on the next Lord's Day, that *nearly every one of those hearers had gone, together, to their account at the bar of God, from the wreck of the Huron!*"

May grace be given us to labor in the coming months, for our remaining fellow voyagers to Eternity, with the impression of the same thought on our hearts!

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*For The Sailors' Magazine.*

### FROM THE FIRESIDE TO THE FORECASTLE.

BY REV. C. J. JONES.

*Chaplain Sailors' Snug Harbor.*

There is an air of romance, an atmosphere of poetry, about the life and calling of the sailor, which serves to invest the very name with a charm. You but mention the word, and troops of memories, hosts of associations marshal themselves before the mind. Toil—some explorations in unknown seas; marvelous discoveries among peoples strange; perilous escapades from fire and storm; deeds of noble daring and of hopeless suffering; of shipwreck and strife, of hunger and thirst, and nakedness and cold; of disease and disaster; of endurance and of death; the foundering craft and crazy raft; the white squall and the water-spout, and the iron-bound lee shore, all press forward for recognition, and all give evidence that the sailor is no mere myth, nor his life all poetry and romance, but one of stern reality; a life of sore vicissitudes and "garnished o'er with pain." Yet these very vicissitudes are associated with traits of character that seem to be born of the very exigencies of his wild and roving

life. All that is noble, generous, brave, and free, has been considered as embodied in his calling. In every land he is spoken of as the "jolly tar;" his very excesses are esteemed only as foibles, and his recklessness disregard of himself, attributed to his generous nature.

His devotion to his duty, his contempt of danger, his self-sacrificing spirit, his bravery and patriotism in war, his energy and enterprise in times of peace,—these have elevated him to an exalted place in the estimation of all people who are capable of appreciating his sterling worth. His rollicking good nature and love of fun, his sensitiveness to praise or blame, his open-handed benevolence, and the tenderness of heart that brings the tear to his eye when a tale of suffering is told,—all these have served to invest his character with a charm of attractiveness, as clearly defined as the halo of glory with which art has adorned the head of pictured saint and Madonna. The sailor is *suus generis* a class by himself. His

ress is peculiar. His trim blue jacket and wide flowing pants, his low quartered pumps and tarpaulin hat, his loose 'kerchief exposing his bronzed neck and breast, all sitting so neatly and sitting so gracefully on his well formed person, all suggest—together with his rolling gait—the unrestrained freedom with which he moves upon his own chosen element; just as his horny hand and sunburned visage denote his toil and exposure in foreign climes. His characteristic peculiarities are believed to be the result of his mode of life. Yet it is true that the germ of these traits of character must exist in the boy before they are developed in the man. It may be said of the sailor, as of the poet: "He is born, not made." The longings of the boy for

"A life on the Ocean wave  
A home on the rolling deep"

may be fostered and developed by circumstances, but they must be innate. The first voyage never yet killed a true sailor: the germ is in him. It will develop itself under favorable circumstances. But if these do not come, then he will make circumstances, as certain plants make the soil in which they grow. See the boy as he sits by the home fireside with jack-knife and chunk of soft pine, carving out his miniature craft, his future life unfolding within him, as the vessel takes shape and model in his hands. Now she is finished. Broken glass and sand-paper, and putty, and paint have done their work on the hull. Her wedge-like stem and fore-foot, her well flanged bow and rounded bends, her clean run, and her lilliputian rudder delicately hung, all are evidences of his talent, as well as of his mechanical skill. Now her tapering spars are stepped, her rigging thrown over

the mast-head and set up, her slender yards are crossed, and her rude sails bent; her diminutive anchors, with top-string for cables, are suspended from the catheads, and the starry flag is flung to the breeze from her mizzen peak. According to his ideal, she is complete, a marvel of his own handiwork and a proof of his ingenuity and taste. Behold the glee with which he hies away to the neighboring pond to test her sailing qualities and get her "trim." With what pride he watches her progress through the water! How gratified to see her yield so gracefully to the passing breeze, as she forges ahead and shapes her course for the further shore! *She*, the delight of wondering urchins! and *he* the observed and the envied of all observers! But his triumph is complete as he sees her heel over to her bearings, and refuse to yield farther to the increasing wind. His next step is the actual ship and the real sea.

The conflict between his affection for his home and loved ones, and his desire to wander, is short. He has found a ship, has donned the sailor jacket and tarpaulin hat; his chest is packed, and the expressman at the door. And now pressing a fervid kiss on the cheek of his weeping mother and sister, and comforting his infant brother with the promise of presents from beyond the sea, he takes his farewell of home, to become a wanderer on the great deep. The scene is a touching one, but finds its explanation in the picture of his father's ship which is hanging on the wall. Poor boy! Little knows he of the perils which await him on the treacherous sea, in which his father went down. What he suffers, however, by his exposure will be more than compensated for



by the stimulus given to his energies, and by the sturdy traits of manhood which his new life will display. There are not wanting well authenticated instances of boys going to sea, who were parsimonious and selfish, and ungenerous, who nevertheless lost these qualities on becoming associated with the sea and the ship. The philosophy of this change is not easily discerned. Men have different theories on the subject. One thing is certain. It is not the lazy and listless, the nerveless and the stupid, but the earnest, the active, the energetic boy that goes to sea. The character of such a boy cannot but be developed by association with the works of nature in her grandest and in her wildest forms.

Would the reader test this? Let him go forth with the sailor upon his own element, stand beside him when the topsails and topgallant-sails are mastheaded, when the royals are "sheeted home" and the good ship gathering way, her white wings spread to the breeze, runs out into the offing, leaving the receding shore astern, until it sinks beneath the horizon with the setting sun; pace with him the deck in the mid-watch; look up at the concave of boundless blue, studded with twinkling stars. Behold the Moon as she mounts the heavens, walking in her brightness, flinging her silvery sheen on the dark blue wave, and paving old ocean with a cause-way of light. Now look out with him on every side from the mast-head. Behold the limitless expanse! Let the eye penetrate to ocean's

"visual line,

Where air and ocean seem to join,"

until that horizon becomes to you the ever moving circumference of a circle, of which you are the ever moving centre. In other words,

look at the sailor from his own point of view. But confine not yourself to the mere romance and poetry of his life. Look at its stern reality. Share with him its perils, participate in his dangers and discomforts.

Behold him now, the sport of mighty seas,  
Now bound in calms, and whistling for a breeze.

Now pinched with hunger: now exposed to cold,

Now parched with thirst: now lavishing his gold.

Now cowering beneath the hurricane's rude blast,

Now bravely nail his colors to the mast,  
Now racked with pain: now burdened with disease,

Now 'neath the "Line;" now tossed on Polar Seas;

Now, pacing fearlessly the vessel's burning deck:

Now clinging to the scattered fragments of the wreck.

Now duped by landsharks, robbed of all his store,

Now death confronts him on the dark lee shore.

'Mid blood and carnage now, and battle's roar,

Begrimmed with smoke, and weltering in his gore:

Now grappling madly with his country's foe,  
Now bending 'neath the tyrant's dastard blow.

In conscious safety now, he climbs the mast,  
Another moment and the rude wind's blast,

Has hurled him down. He sinks into the surge,

And Ocean's chorus chants his funeral dirge.

This is no fancy sketch, the extremes of the sailor's life, wide as they may appear apart, often meet suddenly and unexpectedly. To-day he may be bowling along under easy sail, the very thought of danger being far away. To-morrow his faithful craft, which has borne him over thousands of miles in safety, may go down under his feet, leaving him, perhaps, with nothing between himself and eternity but an extemporized raft, on which he may be doomed, with his starving shipmates, to spend weeks in hun-

er and thirst, in nakedness and cold, and to see them one by one drop into the hungry sea, and finally to sink himself into hopeless despair, unless relieved by some friendly sail. These perils tend materially to reduce his strength and to make him prematurely old. The really aged sailor is a rare sight. The average of a seaman's life is but twenty-eight years; of his actual sea life only eleven. For every sixteen who die on the shore from the ordinary causes of mortality, twenty-seven die from exposure, intemperance, and accidents at sea. The thinned and wasted ranks of these men must be replenished from some source, or our merchant and naval marine must pass into other hands. Hitherto, the cod and whale fisheries of our New England coast have proved prolific nurseries for this interesting class of our fellow men. Yet these nurseries even have their own perils. From a single New England fishing town one thousand two hundred and fifty lives and two hundred and eighty-one vessels have been lost during the last forty years, leaving behind them more than four hundred widows and eight hundred fatherless children. To fully realize the discomforts of the sailor's life one must endure with him wet and cold, sleepless nights and toilsome days, lay out with him 'midst storm and darkness, on the topsail yard, and share with him in his vain endeavors to gather in the struggling canvas, as it flaps and snaps with the fury of the hurricane, and tears itself from his grasp, while the blinding sleet and snow are beating in his face with merciless force and his hands are freezing to the stiffened beach. Then come down with him when, wet to the skin, his strength exhausted and his blood almost con-

gealed in his veins, come down I say, to the deck, and hear the brutal curse with which his exertions are sometimes rewarded, and witness the dastard blow struck by the cowardly thing that walks the quarter-deck in the place of a humane and skilful officer. And now, when the duties and dangers of the yard and the deck are over, he turns to go below for rest, descend with him into that damp, dark, and cheerless fore-castle, where no fire gives forth its reviving warmth, and where bed and berth and chest, with their contents, are alike saturated, as wet and comfortless as the clothes he has on, so that he is literally said to "turn in wet and turn out smoking."

What comfort can a man have in such circumstances? Does not his lot demand, and should it not secure for him our sincere sympathy and our heartfelt prayers? And what is his condition ashore? Alas! his boarding-house is, in many instances, as destitute of comfort as the fore-castle he has left. Here too, he often becomes the victim of harpies who seek his destruction. He is drugged or poisoned with bad liquor and then "shanghaed," or taken insensible on board of another vessel, where some merciless tyrant, perchance may force him through the same round of abuse and exposure and toil and watching and pain. Do you wonder that the sailor is reckless? Is it not a still greater wonder that he does not oftener appear, as a criminal, before our Police courts? The property entrusted to his care, the interests committed to him, are all protected and preserved with a generous firmness and unswerving integrity, notwithstanding his many temptations, and his sore abuse. Is not this an evidence of



his nobleness, his trustworthiness, and his forgiving character? If seamen were, as a class, the ferocious malignants that some would have us to believe, commerce would become the most unsafe of investments; the sailor, the mere Corsair of the deep, and America, instead of being as she is, the first among the nations, would rank with the barbarous rovers of the Algerine

coast. If then seamen have laid us under so great a weight of obligation, we should endeavor, in some measure, to acknowledge our indebtedness to them. Surely none can lay greater claim to our sympathy than the three millions of our fellow-men whose modicum of comfort is too often found in the murky gloom of a damp and cheerless forecastle.

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*For the Sailors' Magazine.*

## THE SEAPORTS OF THE BIBLE.

BY REV. J. E. ROCKWELL, D. D.

### XII.—EPHESUS.

The early history of *Ephesus*, like that of most of the cities of Western Asia is obscured by fables and legends, out of which it is difficult to select events which are associated with its origin and early progress. An inspection of the map of Asia Minor will show that its western coasts must, very early in the advance of population, have teemed with a vigorous and enterprising people, who would soon demand the establishment of ports and cities upon the sea coast for the use of commerce. Whoever were the early inhabitants of Ionia, it is certain that colonies from the opposite shores of Greece settled here, and founded twelve small states, the centers of which were cities, of which Ephesus was the most populous and distinguished. Besides a coast line which was filled with safe and commodious harbors, sheltered by a long series of islands, many of which were sufficiently large to contain separate kingdoms; there were fertile valleys and plains stretching eastward between vast ranges of mountains, and watered by rivers which welled up from their rounded sum-

mits. Thus there were long approaches to the shore which formed highways for inland commerce, along which a vast tide of agricultural wealth poured its tribute into the *Ægean Sea*. Their most important outlets were Miletus, Ephesus, and Smyrna, in whose ports the ships of all nations met, and made up a vast and remunerative commerce.

Ephesus like many another capital of the oriental world, had been destroyed and rebuilt ages before the coming of Christ. And when Paul came to it in the progress of one of his great missionary tours through Asia, he looked upon a magnificent city which was built upon the ruins of one that had preceded it. When he left Corinth, for this port, he sailed almost directly eastward, passing over the whole of the *Ægean Sea* and entering the *Icarian Gulf* into which flowed the river *Cayster*, on which Ephesus stood, five miles distant from its mouth. Through the defiles and passes of the mountains that rose around the city a magnificent highway was opened to Sardis, and thence onward through



Phrygia and Cappadocia to the Euphrates. Thus Ephesus, with all the changes of rulers it had experienced, became, under the Romans, the great metropolis of the east, and when Paul entered it, had reached the height of its greatness and glory.

On its southern side stood an almost precipitous range of hills, still abounding in the ruins of the ancient Ephesus which had once crowned their sides and heights. Mount Pactyas so rose and bounded it on the east. On the north stood mount Galliesius. Thus these hills surrounded it like impregnable ramparts, except where the river Cayster wound its way through the valley and plain on the north-east. As the Apostle passed upward from the sea, the ship entered a magnificent harbor, surrounded by convenient wharves and storehouses, and splendid public buildings. This vast dock was called Panormus or All Haven, where the ships of all nations were riding at anchor or entering and leaving port. It must have been a wonderful scene which opened to the eyes of the Apostle, familiar though they were with the ports of Cæsarea, Athens, and Corinth. On one hand was the stadium where games and races and contests of strength were held, and whose seats were cut out of the solid rock from the hill on which it stood. Near by was an immense theatre, in which the Apostle was destined to witness one of the most intense and exciting of all the popular tumults which his ministry awakened. All around him were splendid buildings of marble, quarried from one of the hills that overlooked the city.

But the most wonderful of all the structures that the Apostle saw, stood directly before him as

he entered the harbor, upon its eastern side. This was the temple of Diana, to whose worship the city of Ephesus was devoted. It was the successor of one which had been burned on the day of the birth of Alexander, by a young man named Erostratus, who confessed upon the rack that he had been prompted to destroy this work, by the simple desire of transmitting his name to posterity. The common council of Asia, passed a decree that his name should never be mentioned, but this only the more certainly made it memorable.

'The aspiring youth that fired the Ephesian dome,  
Outlives in fame the pious fools that reared it.'

Alexander offered to rebuild the temple at his own expense, on the simple provision that the Ephesians should put his name upon its front. But this offer they rejected, telling him 'it was not fit that one God should build a temple to another.' Out of the sale of the pillars and other parts of the temple which had been saved from the fire, and by the jewels which the Ephesian women offered, a sufficient sum was secured to commence the rebuilding of the temple; and through the contributions which afterward came in, the work was at length completed. It was two hundred and twenty years in building, and when finished was one of the wonders of the world. Its length was 425 feet, and its breadth 220. A magnificent colonnade surrounded it, composed of 127 marble columns, 60 feet in height, and weighing 150 tons each. Columns of green jasper supported the roof. Eight of these were removed to Constantinople during the reign of the Emperor Justinian, and now adorn the mosque of St. Sophia. Apelles' wonderful picture of Alexander

grasping a thunderbolt adorned this temple, having been placed there at an expense of \$200,000. The chisel of Praxiteles wrought out its magnificent altars. Splendid pictures of the greatest artists of the world adorned its walls, and its niches were filled with statues of marble, silver, and gold, the work of the most celebrated sculptors of the age. And all this wealth of art and genius was poured forth to form the shrine for a rude image of Diana, representing a female with many hearts, (the ancient symbol of the life of animated beings,) terminating in a shapeless block of wood. In each hand was an iron bar by which the figure was supported, and the dress was covered with numerous mystic devices. Though carved by human hands, it was said to have fallen from the sky, and was thus an object of veneration to multitudes of Asia, who in their ignorance of the true God, bowed in idolatrous worship before the senseless image which could neither walk, nor see, nor hear.

It was to this city, the very center of heathenism, that Paul came to make known the blessed truths of the Gospel of Christ. It would not be strange if the Apostle had seen, even on the ship in which he had been a passenger, indications of the idolatry which he was to find with all its dreadful influences in the city of Ephesus. He may have noticed among the officers and crew, the shrines which they had in other voyages obtained at the silversmiths of this city, and his heart may have been saddened as he saw them bowing before them in idolatrous homage. As he looked up toward the magnificent temple of which he had often heard, he knew full well what was passing within it, and what multitudes

were there joining in the worship of a senseless image of a heathen goddess.

On entering the city with his friends, Aquila and Priscilla, who had come with him from Corinth, he probably resumed with them the trade by which he had elsewhere supported himself, and as he was purposing, in a short time, to pay a visit to Jerusalem, he confined his labors to the Jews who, under the Roman authority, had been permitted to erect for themselves a Synagogue. His brief visit seems to have been an occasion of gratification to his Jewish brethren who desired him to remain with them, but whom he was obliged to leave, for a while, that he might once more keep the feast at Jerusalem.

During his absence, an eloquent and learned Jew from Alexandria had come among them, and opened to their minds the prophecies, as they related to the Messiah, calling them to repentance, and reviving the earnest teachings of John the Baptist of whom he was a disciple. He seems to have thus far been ignorant of the fact that Christ the true Messiah had come, and had suffered in the flesh, though ready to welcome the truth when it should be opened to him. This was soon done under the instructions of Aquila and Priscilla, and henceforth he became an earnest and faithful preacher of the Gospel, convincing the Jews by undoubted arguments from their own Scriptures that JESUS was the CHRIST. Then leaving his friends, he went to Corinth and resumed the work which Paul had begun there, while the Apostle himself soon returned to Ephesus that he might give himself fully to the establishment of the Christian Church in that idolatrous city.



There he found twelve of the disciples of John whom he baptized in accordance with the formula taught by Christ himself, and to whom he taught the nature of the plan of salvation as revealed in the Gospel. After their full enlightenment, and the descent of the Spirit upon them, they joined with Paul in the preaching of Christ to the Ephesians. These efforts were followed with bitter opposition on the part of the Jews, who soon showed their hostility to the proclamation of salvation by the Cross. Hence turning from them the Apostle found a place in which he might hold public services in the lecture room of a teacher of philosophy, who had doubtless become a convert to the Christian faith, and here his labors were eminently successful.

He was not only a preacher, but a pastor, going from house to house and tearfully exhorting the people to turn to Christ and be saved. These earnest labors were largely blessed, and many were converted to the truth. The success of the Apostle was largely increased by the miracles which he wrought, which tended greatly to confirm his word as a messenger of Christ. During the three years of his ministry in Ephesus, a large and important church was established, to which it is supposed both Timothy and John afterwards held pastoral relations.

It cannot be supposed that such success could be attained without bitter opposition on the part of those who rejected the Gospel. It came first from the Jews, and afterwards from the heathen population, multitudes of whom had gathered at the games which were celebrated in the city, and at the great assizes which were held there under the Roman government.

Many of these who had even been adherents of the wildest and grossest forms of Oriental superstition, and had used the arts of magic and sorcery, not only abandoned their belief and profession, but destroyed the instruments of their strange and absurd practices, burning up their books and pictures and the images of their heathen idolatry. The craftsmen of the city who had made their living by the sale of the famous shrines of Ephesus, soon perceived that the hope of their gains would be gone if such a reformation continued, and so excited that intense popular tumult in the great amphitheatre of the city, an account of which is given in Acts xixth. Any one who reads that sketch will see that it is drawn by a master hand, and that it gives the origin and progress of an outbreak created by designing, unprincipled and interested leaders who understood what influences might most successfully be used among a vast crowd of men for the purpose of creating a bitter prejudice against the Apostle and his friends and thus if possible destroying their growing influence in the city. The excitement which was thus raised was so intense as to threaten the peace of the whole community, but was at length quelled by the firm and judicious action of the town clerk, who with a shrewd knowledge of human nature, appeased the excited multitude and dismissed the assembly.

That scene in Ephesus was the foreshadowing of similar excitements in all the history of the Church. When it comes directly in contact with men's appetites, passions and interests, it meets with opposition and hostility and persecutions. Men do not like to see their gains from sinful practices and destructive pursuits slip-

ping away under the power of a great moral reform. When they fear that their business will be gone because the Gospel opposes it, then they seek to excite popular indignation against the Church and its ministers. And so the scenes of the Ephesian tumult have been reproduced a thousand times since this great awakening under Paul.

The Apostle, however, never lost his interest in that people, though he was compelled, soon after the subsidence of the tumult, to pass away to other fields of labor. When, on a subsequent journey, he again sailed by these familiar scenes endeared to him by a thousand memories, though he concluded not again to visit the city where he had so long and successfully labored, yet when he stopped at Miletus, a port about thirty miles southward, he sent for the representatives of the Ephesian church and held with them that affecting interview described in Acts xxth. It was a scene which has been painted with wonderful beauty and power by the Evangelist. The meeting of the Apostle with the elders of the Church, his review of his ministry among them, his anticipation of coming scenes of labor and suffering through which he was to pass, his appeal to their own judgments, that he was pure from their blood, because he had not shunned to declare the whole counsel of God, his admonition as to their duty in watching over the Church, his caution concerning false teachers, who, as grievous wolves, would not spare the flock, his commendation of them to God, the word of his grace, his assurance that they should see his face no more, his prayer with them by the sea shore, and their tearful and sad parting, as they accompanied him to the ship,—all this is drawn

with unequalled fidelity to nature and with a power that makes the whole scene a reality.

We meet subsequently with allusions to the city, in Paul's letters, both to the Ephesians and to the Corinthians, in the latter of which he speaks of having fought with beasts at Ephesus. In his Epistle to Timothy he also alludes to facts which supplement the record of his sojourn there as given by Luke. Once more the city reappears in the message of Christ through John to the seven churches of Asia. And while mention is made of the patience and works of that people, significant hints are given of its decline in faith and piety, and the solemn caution is uttered, "Repent or I will come and remove thy candlestick out of its place."

It is evident that this warning was unheeded, though the city for many years retained its prominence as the seat of the Asiatic Primate of the Church. In the year 431, the scenes of the theatre in the time of Paul were reproduced in the disgraceful and turbulent contests which attended the meeting of the Third General Council of the Church, called to decide upon the heresy of Nestorius. Cyril of Alexandria came there, not as did Paul, a passenger upon some transient ship, but with a large fleet, the riches of Egypt and a host of mariners, slaves and fanatics who had come to aid in the destruction of a man who had simply refused to call Mary the Mother of God, though he did not deny the divinity or the Son of God, who through her, had assumed the nature of man.

In the year 449 a second council was held there for the purpose, if possible, of healing the difficulties which had arisen out of the previous meeting. But the scenes of



violence and outrage which then took place exceeded all that had preceded them. The Greeks called the assembly of Christian Prelates, a band of robbers, because of the fraud and violence by which it was sought to settle the doctrines of the Church.

With this event the history of Ephesus is almost closed. It had lost its first love in the growing pride and corruption of its teachers and overseers. They who should have tenderly led and instructed the people, were but grievous wolves who spared not the flock. And so the power of the Church waned and with it the glory of the city. Exposed as it was to ceaseless assaults and invasions during the terrible wars that gradually weakened and destroyed the Roman empire, Ephesus sank away, its commerce declined, its wealth diminished, its population decreased, its glory departed, and the candlestick, in which once shone the light of a pure, earnest and eloquent christian ministry, was removed out of its place. Near the end of the eleventh century a pirate named Tangripermos seized it and held it as his booty, but was afterwards deprived of it by the Greek Admiral John Ducas.

After the downfall of the Roman empire that had recognized it as one of its seats of political and social power, it gradually lost prestige, and its former glory passed away. In the year 1283 the Mohammedans became its masters. In 1401 Tamerlane plundered it, and shortly after it was set on fire and its destruction completed. A small and obscure village (called Ayassaluk) composed of a few mean huts is now all that represents the city which was once spoken of as one of the eyes of Asia.

As the traveler climbs the hills which rise around the place, he looks over only heaps of unsightly ruins. Its streets are obscured and overgrown. The magnificent harbor in which once rode the ships of all nations, is now a morass; herds of goats are sheltered amid the ruins of ancient palaces, and the partridge whistles in the area of former temples and theatres. Of Ephesus as of Babylon the ancient prophecy seems to be fulfilled, "I will make it a possession for the bittern, and pools of water, and I will sweep it with the besom of destruction saith the Lord of Hosts. The cormorant and the bittern shall possess it, the owl also and the raven shall dwell in it and he shall stretch out upon it the line of confusion and the stones of emptiness." But though the city is thus a ruined heap, enough remains of its ancient buildings to enable one, by the aid of ancient historians, to form a tolerable idea of the former glory of Ephesus, and to reproduce, with some accuracy, its appearance as seen by the Apostle Paul. And the contrast of its former magnificence with its present wretchedness and desolation only serves to echo the solemn warnings which came to it from him who holds the stars in his right hand. All its wealth and glory and power could not protect it from the results of its declension in faith, love and piety. Its ancient privileges and exalted influence only made its doom more certain and severe. Silence and desolation reign where once busy multitudes thronged the great thoroughfares, and commerce set up her throne, and art and genius built their splendid monuments that were the wonders of the world.

## THE SAILOR OF NEWFOUNDLAND; OR, THE TWO SYSTEMS CONTRASTED.

BY REV. R. J. WALKER,

*Minister of the Floating Episcopal Church, New York.*

One bright and beautiful Lord's Day morning, without a cloud in the deep blue sky, and when the waters of the noble Bay of New York were sleeping tranquilly in the summer's sun, with scarce a ripple to disturb their slumbers, the writer, accompanied by the sexton and chorister of the Coenties Slip Station, stepped on board a large and cleanly-swept North River barge lying at Pier No. 6, East River. Seated on the rail of this humble vessel was a slight and delicate-looking man, clothed in sailor's garments, and waiting for the commencement of the service which had been held in that neighborhood for many years without any interruption. During the introductory prayers and hymns, the seaman evinced the greatest devotion, repeating the responses aloud, and singing in the most fervid manner. The sermon he listened to with rapt attention, his eyes overflowing with tears of joy as he heard of God's great love to sinners, in the redemption of the world, by the death of His well-beloved Son upon the accursed tree. At the afternoon service, the sailor was again present, exhibiting by his deportment the most reverential and loving spirit. At the conclusion of this service, he accompanied the boatmen and seamen to the room in South Street, where Bibles and religious books were distributed every Sunday afternoon. He delivered an address to a room full of these hardy men, and such an address the writer scarcely ever heard from the lips of any man, although he

has sat and listened to some of the most distinguished divines of Europe and America. It was truly a wonderful discourse to fall from the lips of a wandering son of ocean, and seemed to be directly inspired by the Divine Spirit. When all had departed save the writer and the sailor, the latter, after a little pressing, related the history of his life and conversion in nearly the following words:—

"I was born," said he, "in the little seaport of —, in the island of Newfoundland. My parents were Irish Roman Catholics, and they brought me up strictly in that faith. When only ten years of age, I went to sea, and grew up to manhood on shipboard, stopping very little on shore; but as I grew in years, I increased also in wickedness, indulging in every kind of vice and sin, until at length I became one of the vilest and most depraved wretches that ever blasphemed the name of God, which was my constant practice. Returning to my native place, after a voyage to the West Indies, the vessel was frozen in for the winter, which is long and terribly severe in Newfoundland. The crew were all discharged except myself, and I was left in charge of the bark. And now the Almighty called me to a reckoning for my past life. One day I went aloft to secure a block that was about to be carried away by a gale which was blowing. On reaching the masthead, instantly, like a flash of lightning, the horrible sins that I had committed against God, came into my mind, with all their aggravating circum-



stances, and I felt in my inmost soul that I was lost, doomed, and accursed of God. I feared that I should fall from aloft, as my hands and knees trembled like one afflicted with the ague. With great difficulty I reached the deck, and I went at once to the priest to tell him of my awful state of mind, hoping he might give me some relief. At every step I made, on the way to his house, I felt as if the ground was about to open beneath my feet and I should be plunged into hell. The priest listened to me with patience, and then told me to kneel down and confess my sins. I confessed to him a great many of my worst ones; and he, by way of penance, ordered me to walk six miles in the snow without shoes or stockings, on the next morning, and fasting. This I did very willingly, hoping to find some relief for my troubled mind. But it was all in vain. If possible, I felt worse than before. The next day I went again to the priest, when he became angry, and said, 'You did not confess all your sins; kneel down again, and tell me all the other wicked things you have done.' Every additional sin that I could remember I confessed to him. The next penance he put upon me was even more severe than the first. I was ordered to go round the Catholic church six times on my bare knees in the snow, fasting, and at daybreak. But still I found no relief. My condition seemed to become more desperate, and I went the third time to the priest. 'I can do nothing more for you,' was his reply; 'you are going out of your mind, and you ought to go where there are young people, dancing and singing and playing cards, and amuse yourself.' This advice I tried night after night, but I only

grew worse and worse. I then fell into a state of complete despair, and gave up all hope of ever being pardoned, of ever knowing one happy hour in this world or the next. Adjoining my father's house lived a carpenter, a very good and religious man. While working at his bench he was singing hymns all day long, and this aggravated my case very much, to know that he was so happy and I was so miserable. In my desperation, I went into his shop and said to him, 'How is it neighbor, that you are always so merry and cheerful, while I am continually cursing the day that I was born?' 'I am merry and cheerful,' said he, 'because I know that Jesus Christ has pardoned all my sins.' I then opened my mind to him, and told him all that I have just told you. The carpenter then said, 'All through the long Newfoundland winter, we have a prayer meeting in the Town Hall every evening, and Protestants from all the churches in town unite to pray for each other, for their families and neighbors. Come with me this evening, and perhaps God may hear and answer our prayers on your behalf.' I had never been at a Protestant meeting of any kind, and had never heard one of their ministers, but I concluded to accept the invitation. After the meeting had been opened with singing and prayer, the carpenter got up and told the Christians who were present, the dreadful state of my mind. They gathered round me, and prayed for me with all their hearts and souls, and entreated me to pray earnestly for myself. They assured me that the Savior died on the cross for the very greatest sinners, if they would only repent and fly to Him for pardon, believe on Him in their hearts, and depend entirely on His

sufferings and death for their salvation. I sobbed and groaned in the bitterness of my spirit, uttered a few broken petitions, and looked up to Christ hanging on the cross and there dying for my sins. I had faith given to me to believe that He was *my* Savior, and in an instant, like another flash of lightning, the dreadful weight of guilt left my heart, and the presence of Christ, the Lord of life and glory, shone into my soul, like the sun rising after a dark night. I have never for a moment doubted, since that blessed hour, that I am a saved sinner—saved freely by the blood of Christ. The next Sunday I received the Lord's Supper in the Episcopal Church with the greatest joy, and have been connected with it ever since. All of my father's family—and there were nine of us—followed my example, except one brother. My conversion was so wonderful that it brought them round, one by one, to pray earnestly to the Savior, to seek His pardon and obtain His blessing."

And thus ended the sailor's narrative. The last rays of the setting sun lit up the cross on the spire of Trinity Church with a supernatural splendor as I wended my way homeward, and the sailor's story lit up a flame of sacred love in my own heart.

Dear reader, you may not have led so evil a life as that of this Newfoundland sailor; nevertheless you must truly repent of your sins, believe on the Lord Jesus Christ in your heart, and intend to lead a new life, following the commandments of God, and walking from henceforth in His holy ways. No one can enter the kingdom of Heaven except he be born again of the Holy Spirit. Without holiness, without a new heart, without a true and living faith, you cannot possibly be saved.

## The Close Cling to Jesus.

BY REV. THEODORE L. CUYLER, D.D.

The Christian hymns written in America have been rather more remarkable for quantity than for quality. But among them are some precious heart-songs which are already sung around the globe, and may be among the favorites of the Millennial Church. The foremost of these is Dr. Ray Palmer's 'My faith looks up to Thee'; and it is the foremost because it most completely voices the experience of a soul hanging upon Jesus, and Jesus only. That hymn begins with the soul's look to the Lamb of God on the cross, and ends with its look into the face of that same Savior in glory. No song and no sermon can keep sweet for any length of time that has not been steeped in the blood of atonement.

Among our more recent hymns, is a very satisfying one from the pen of Mrs. Fanny Crosby Van Alstyne. It is impassioned in its fervor, simple in language, and full of one idea—the soul's close cling to Jesus. Toplady or Wesley might have written its opening verse—

"Savior, more than life to me,  
I am clinging, clinging close to Thee,  
Let Thy precious blood applied,  
Keep me ever, ever near Thy side."

The repetition of the word "clinging" marks the intensity of the hold. The refrain after each verse only adds fresh volume to the prayer,—

"May Thy tender love to me  
Bind me closer, closer, Lord, to Thee!"

This touches the very core of true piety. Until we begin to take hold on Christ, we are sinking toward the bottomless pit. When we have gotten the first hold, we have passed from death unto life. Conversion is the beginning to grasp Jesus; and growth in grace



is but tightening the grasp. Trusting Him we cannot stray; and the sole reason why the Christian ever loses his way, is that he pulls his hand out of Christ's hand. Just as soon as we attempt to go where He will not go with us, we are in slippery places, and the fall will soon come. No Christian ever fell, or ever will fall, who cleaves fast to the Omnipotent Savior.

It is worthy of note that all through the dealings of Christ with His disciples, He made so much of cleaving to Him, and following Him and abiding in Him. The constant command is "Follow Me"; the sum total of obedience is to do His will; the promise of fruitfulness all depends on "abiding" in the vine. When Peter lets go of Jesus, he sinks. When Thomas stays away from Him, he turns doubter. Safety depends entirely on the degree in which Christ is closely followed. Danger comes the moment that we lose sight of Him.

During that terrible night of tempest on Galilee, the safety of all the little boats depended on their keeping in the wake of their divine Commander. Many an oar may have snapped with the toil-some rowing, and many a heavy sea lurched into the boats. John and Peter may have often recalled that night of hurricane, when they were in tempests of trial. Brethren! you and I can recall some nights of pitchy darkness in the surging seas. When we reach the desired haven, our "log-book" will contain the record of some wonderful interpositions for us by that Pilot who never sleeps. More than one of us will look back and see how close we ran to the rocks, and what hair-breadth escapes we made when we "struck a light" with the tinder and steel of faith.

The shores of Eternity will be strewn with innumerable wrecks. But not a single soul that set out with Jesus, and "clung close" to Jesus, will miss the harbor. The light of heaven will glitter on some dripping sails and torn canvass, and weather-beaten mariners. But every one who comes in will be singing,—

"Savior, more than life to me,  
I am clinging, clinging close to THEE."

*N. Y. Evangelist.*

### Our Prayer Meetings.

A sailor brother who has recently given his heart to the Lord, and feels that he has had much forgiveness,—that he is a miracle of free grace and divine saving power is "at the wheel." (About half our prayer meetings are led by the brethren, without respect of persons.) He has just returned safely from the West Indies, preserved from the wasting pestilence, while others have been taken. He spoke of the goodness of God in keeping him, and the love of Christ he still enjoys. He alluded to the hardship endured by contact with men who have no sympathy with the word of God, and the gospel which we believe;—men who profess another religion, whose entire history is a narrative of intolerance, arrogance and persecution. We could but feel that he had been called to "endure hardness as a good soldier of Jesus Christ."

A Captain spoke of the experience he had had during forty-three years of sea service in all ranks, from a boy at fourteen years of age to the present time,—sailing almost everywhere that ships go,—three times round the world. "And the Lord has kept me. I was thrown as a boy alone upon the world, for it pleased God to

take my father and mother. . But something moved me to go to God and cast myself upon his care. I seemed to have nowhere else to go. He has never failed me. I have never known what it is to drink or gamble. Never played a game of cards. The Lord has made me see the evil of it, and kept me from it. When I first went to sea they served out grog. I had no use for it, so I came with my bottle and took it and sold it to those who wanted more. But after a while I thought that I ought not to sell that which I know injures men, so I threw it overboard. Since being in command, I have found that religion is a good thing to secure order on ship-board. I have had no trouble. In a short time all swearing disappeared from the vessel. I think bad officers make bad men. The love of Christ will cure most of the difficulties at sea. I wish to recommend the religion of Christ to all."

A brother then called attention to the scripture that had been read, and what had been remarked before, that 'the gospel is cheap.' "The meaning was good, and yet there is something that does not strike me favorably. I know that it is free,—it costs nothing; and in that sense it is cheap,—cheap to us; but it cost a great deal: the sacrifice, suffering and death of the Son of God. He paid the price, a great ransom! And while it is 'without money and without price,' and so, cheap to us, it is the most costly thing in the world. When we think of it we must needs think of the precious blood of Christ."

Still another remarked upon the importance of prayer. "The passage that has just been read, exhorts us 'always to pray and not to faint.' We need just this instruction, we

are so apt to be discouraged. This subject reminds me of a story I have read. A minister was dying. He called his little boy to his bedside, prayed for him, and committed him to a covenant-keeping God, that he should take his place as a preacher of the gospel. He died and left him with his mother, who continued to pray for his conversion. It was thought necessary to leave the boy during his youth in care of a relative who was able to give him an education. Here he was not under Christian influence, and his early impressions faded away. He grew indifferent to the concerns of the soul, and the claims of religion, and near the close of his course of education, wrote to his mother that he had concluded not to be a minister, but to study law. Still she continued to plead with God for him. He chose to pursue his law studies with a man of ability, who was an avowed infidel. The young man readily embraced his opinions, and informed his mother in reply to her letters, that he had outgrown those early notions, and regarded the teachings of the Bible and the story of the Cross as beneath the dignity of learned men,—in fact that he was ashamed of it. This almost broke her heart. She could not pray. For a time she felt as though she could not attend the meetings for prayer. But she did not utterly faint. In a short time the Lord touched that hard, wayward heart, and she received a letter of great penitence—expressing his wonder at God's mercy, his sense of the reality of religion, his humble hope that God for Christ's sake had forgiven his sins, and his willingness, if it was the Master's pleasure, to devote himself to his service in the gospel ministry."—*Bethel Flag.*



## Wrecks of a Year.

The home wrecks of Great Britain and Ireland for 1877-78, numbered 345, of 54,343 tons. Of these 62 foundered, 200 stranded, 52 collided, 4 were wrecked from other causes and 28 missing. Of the 62 lost by foundering, only 30 were lost through stress of weather, but 27 were lost from *defects* in vessel or equipments, or from overloading or improper stowage of cargo. And of the stranded vessels, 66 were wrecked through error, neglect or incompetency of persons in charge, and 5 on account of defective hulls. The report states that there were 795 collisions during 1877-78, of which 59 were attended with total loss, 233 with serious damage, and 498 with small damage. Out of the 59 collisions attended with total loss, 9 were due to bad look-out, 11 to neglect, or misapprehension of sailing and steering rules, 21 to errors of judgment or want of caution, 5 to want of lights, 2 to foggy weather, 3 to parting cables, and 6 to causes undetermined. Nearly, if not all of the 59 collisions were due to causes which were preventable. Nothing is said of the causes of the other collisions, but there can be no doubt that many of them were of the same nature as those mentioned above. There were 588 British vessels, (273 belonging to the United Kingdom and 315 to the Colonies) excluding collisions, casualties, reported as lost abroad, during 1877-78. Of these, 103 foundered, 370 stranded, 53 were lost through miscellaneous causes, including spontaneous combustion, and 60 were missing. Of these, 262 vessels were lost owing to the action of the elements, and 153 including 49 vessels which were unseaworthy, overladen, or insufficiently equipped, were lost owing to the act or default of man.

## Sitka Harbor.

An Alaska correspondent of the *American Ship*, who wrote from Sitka, last season, gives an ecstatic description of the harbor under a summer sun:—

"It is truly," he says, "the grandest harbor in the world for scenery. Here is a combination of the beautiful small islands of Japan and the Alps. Imagine a semi-circle of five miles in diameter, of grand mountain hills and peaks, and in this, closely nestled together, thirty or

forty low, wooded islands, between which are three passages to the anchorage, which is commodious, securely landlocked, and of very good holding ground for weather usually experienced here. They are occasionally visited by hurricanes in the winter months, when vessels drag, even with four anchors down; but this they would do almost anywhere. The land is covered by dense woods, beginning at the water's edge and rising gradually to 2,000 feet in height, only giving up the ascent when the snow which covers the peaks is reached.

"I would notify you for the benefit of navigators, that we are to erect a stone beacon fifteen feet in height on the island of Viskari, which will enable vessels to pick it up in any kind of weather, and that three clumps of rocks appearing on entering the harbor to be equally distant apart, and about thirty or forty yards from each other, show to the north-northwest of this island, and are not on the charts."

## The New Sea Signal Code.

The London *Daily Telegraph* of October 6th, says that the following governments have signified to the British government their acquiescence in the new international code of ocean and river signals and rule of the road at sea, just issued by an order in council, viz.: France, Germany, Russia, the United States, Italy, Spain, Portugal, Belgium, Denmark, Sweden, the Netherlands, Austria-Hungary, Greece and Chili. The new rules and signals will come into use everywhere on the 1st of September, 1880. In the mean time all candidates for certificates of proficiency in carrying them out, will undergo examination.

## To our Life Directors and Life Members.

If you desire to receive the *SAILORS' MAGAZINE* for 1880, please notify us to that effect, with your proper address, early in the present year. It will be apparent, upon a very little reflection, that in no other way can any benevolent society keep the record of members to whom its periodicals should go, measurably free from the names of deceased persons, or preserve correct addresses for the living, upon its mail books. Hence this regulation, which we have adopted in common with other organizations.

## The Sailor's Text.

DAYBREAK.

*"My soul waiteth for the Lord, more than they that watch for the morning; I say, more than they that watch for the morning."*—Ps. cxxx. 6.

How often has the sailor watched the sun rising on the sea! First the dim gray dawn on the eastern sky—then the rays shooting up before the disc is visible—then all at once the ball of burnished gold appearing above the horizon, lighting up for itself a pathway of liquid fire along the trough of the ocean, and finally illuminating the whole heavens with its glory.

Emblem of the "Sun of Righteousness" rising on a darkened soul! Reader! has God, "who commanded the light to shine out of darkness," thus shined into your heart? Go! watch for Him. Seek Him by prayer. It is to them also who "look for Him that He shall appear." Fear Him—love Him—serve Him—seek to please Him. For thus saith the Scripture, "Unto you that *fear* my name, shall the Sun of Righteousness arise."

"Sun of my soul, Thou Savior dear!  
It is not night if Thou art near:  
Oh, let no earth-born cloud arise  
To hide Thee from Thy servant's eyes!

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"Come near, and bless us when we wake,  
Ere through the world our way we take,  
Till in the ocean of Thy love,  
We lose ourselves in heaven above."

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## WORK AMONG SEAMEN.

CORRESPONDENCE, REPORTS, &c.

### Italy.

NAPLES.

The missionary, Mr. STEPHEN BURROWS, says, in transmitting the record of his work from July 1st to September 30th, 1879:—

"The port of Naples has been visited by more vessels during these three months, than during the same period in 1878. Large steamers coming with coal, made up the increase.

In *July* we had much pleasure in visiting the yacht of the Khedive of Egypt. The English engineers on board were extremely courteous, and took a warm interest in the mission, by attending the services in the Bethel, and by contributing, unsolicited, a liberal subscription to the work of the Mission. The crew of the *N—— B——* were

constant at the means of grace. This brig had been twice before this, during eighteen months, in Naples. Several on board seemed turned to the Lord. Being Welsh they did not speak much of their christian experience, but there were visible signs that God was working in their hearts. The farewell meeting held on the evening of the 7th of July was most precious. The Captain's kindness we shall never forget. The crew gave liberal subscriptions to the mission.

*August 8th*, visited the *S. S. Sir Bemis* at Tona del Annunziata, ten miles from Naples. Had a long and interesting talk with two Spanish engineers on board, whose hearts seemed in the gospel kingdom, and they manifested a warm interest in the work of the Lord everywhere. Returned the following week and held a meeting on board. All the seamen and firemen willingly attended and



expressed sincere thanks for the visit. The U. S. brigantine *Johnny Smith* remained in harbor for more than three weeks. This gave ample time to get acquainted with the crew, who attended all our meetings, and they willingly responded to the Captain's proposal to give monetary aid to the mission.

*Sunday, August 24th*, I conducted the service on the U. S. S. *Winnipeg*. The Captain was anxious to do good among his men by having the means of grace every Sabbath Day on board. On this occasion there were more officers than forward-men. In the port of A—, a short time before, a minister had come from the shore to preach and made some unguarded statements which offended the majority of the sailors who were Roman Catholics. However, the men sat forward at our meeting, and as the upper deck was covered with an awning they could easily hear all that was spoken, and through God's blessing the word may have pierced some hearts even at that distance.

*September 14th* I had a large audience in the Bethel. The father of the Captain of the *Speedwell* took part. His prayer, so earnest and full of christian experience, seemed to impress all who heard it. The *W. L. J.* lay at Pozzuoli for four weeks. Owing to one of my children being very ill we stayed at P. during this month, returning to Naples several times weekly. The above brigantine was often visited. She had a mixed crew of different religions and nationalities; all attended the services on board except the cook, a German Catholic. The Irish Catholics came willingly to hear the Gospel story. Even the cook joined all the rest on our last visit, to give a subscription to the mission. On the 24th I also resumed the weekly lectures on the Bible, illustrated by diagrams; at this meeting, held in the Bethel, we had a good attendance. The captain of the S. S. *Mercator* led the singing sweetly and efficiently. This good captain also led the singing on Sabbath evening, and got all his crew to give liberally to the mission.

We mention those cases of subscribing, because they came spontaneously from themselves, and they show that some of those who go down to the sea in ships appreciate any good work in progress for their moral and spiritual well being.

The total number of vessels during the three months were 88 steamers and 10 sailing vessels. Visits to vessels, 443; meetings in Bethel and on board ships, 19; tracts, books and papers, 1,250; Bibles sold, 6; Testaments, 5."

## The Honolulu Bethel Repaired and Re-painted.

The same may be said of the Bethel in Honolulu, S. I., as was said of the Temple at Jerusalem:—"Forty and six years was this temple in building." The Bethel was dedicated as a house for public worship in November, 1833—forty-six years ago. During nearly one-half a century it has been opened nearly every Sabbath for public worship, *seats free*; hence, for all necessary repairs and other expenses appeals have been made to the public, and uniformly a generous response has been made. It has long been apparent that some repairs were needed. The recent expenditures amount to a little over \$1,200, and to meet these bills about \$1,000 has already been raised, including the avails of a Fair in May. The Bethel was re-opened for public service on Sabbath morning, November 9th.

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## South America.

VALPARAISO.

Mr. F. MULLER wrote under date of September 18th, of his work for the first eight months of the year 1879:—

"My labor was especially among seafaring men in the bay, also in the Alms house, in the English and in German Hospitals. From the 1st of January to the 31st of August I visited 628 vessels, and was 57 times at the Hospitals. I sold 427 Scriptures and books, to the value of \$422 40, to 259 men on board of 140 vessels. In the Hospitals I left with thirty-five sailors, thirty-five Testaments to the value of \$5 20. I distributed 16,204 tracts and periodicals on shore and on board. About 10,000 were given to seafaring men.

"More than one thousand vessels arrived here in seven months. More than the half of them were foreign vessels. Tracts in about fifteen different languages, the Records and Púdras were everywhere kindly received. Several

captains of English vessels ordered me to send books and tracts along the coast of Chili and Peru.

"In the Hospitals I met most regularly with ten to twenty men (each visit) to worship God. To my knowledge, about twelve men in the Hospitals were converted lately, and I have not the least doubt that the Lord has blessed his work.

"During this year the Gospel has been preached every Sunday once and twice on board of about thirty vessels, either by Rev. Mr. LA FETRA or by Rev. Mr. JEFFREY. Every time about forty to seventy seafaring men have attended the services on board. I spend about half of my time among sailors. I like this precious and blessed work. Almost everywhere I am kindly received, and the captains and officers ask me to call oftener."

### New York City.

We take pleasure in transferring from the *New York Observer* of Dec. 18th, 1879, with our hearty endorsement, the following deserving appeal. Is there not some lover of souls who will step forward and with generous hand provide the means called for by the existing exigencies of this long established and useful seamen's church?

"The Mariners' church of the New York Port Society, at 46 Catherine street, is the scene and centre of a remarkable work. On Sunday the regular services, conducted by Rev. E. D. MURPHY, are largely attended by an audience composed almost exclusively of seamen. Every evening of the week services for prayer and inquiry are held in the utterly insufficient apartments in the basement. Scarcely one-third of the men who wish to enjoy these privileges can be accommodated. It is painful to think of such a harvest as this with no place for its ingathering. For years this great work has been pursued with wonderful success in these dark, damp, contracted quarters. If the Society could afford to give up the rent of the store adjoining the reading-room, they could enlarge their present borders. Is it possible that this city of superb church edifices can-

not provide for the wants of the brave men who contribute so much to the vast wealth of the metropolis?"

#### P. E. CHURCH MISSIONARY SOCIETY.

The thirty-fifth annual report of the Protestant Episcopal Church Missionary Society for Seamen in the city and port of New York is printed. The society seeks to reach the sailor through three missions, the Floating Church of our Savior, at the foot of Pike Street, under the charge of the Rev. ROBERT J. WALKER; the Church of the Holy Comforter, at No. 365 West Street (North River), until lately under the charge of the Rev. HENRY FLOY ROBERTS, that loving servant of the Lord, who, after many years of whole-souled devotion to this work, has now passed on to the reward of his labors; and, lastly, the Coenties Slip Station, on the dock, and in the room No. 7 Coenties Slip, under the charge of the Rev. ISAAC MAGUIRE. The Floating Church of our Savior is reported as in a flourishing condition. It is well attended, especially afternoons, when it is often crowded to its full capacity. Over one-half of the congregation consists of seamen. The communicants number between two and three hundred, a majority of whom are sailors. About sixty-four new names were added to the list during the year. Almost all of these are seamen. Connected with the church are several organizations, which are efficient means for good, and deserve mention.

The Church of the Holy Comforter is in a locality well chosen for its work. Near at hand are the docks of many of the European lines of steamers, and very favorable opportunities are afforded for the missionary and the Society's colporteur to visit the men on their respective boats, and to distribute books among them.

The reading-room in the mission house No. 90 Barrow Street, is proving an efficient aid, and has, since its opening in September, 1878, been visited by 800 persons.



The Coenties Slip Station, held the greater part of its services, in 1878-9, on adjacent piers and docks. Here were gathered large bodies of seamen and boatmen to listen to the missionary's preaching. At other times the services were held in the mission room, which is thrown open during the week as a reading-room.

The New Sailors' Home in Pearl Street was a shelter to 817 seamen during the year. The receipts of the Society for the twelve months were \$10,304 76; expenditures \$9,077 42.

THE UNION TEMPERANCE SOCIETY of the Church of Sea and Land, at Market and Henry Streets, has been in successful operation every Friday evening for the past twelve months, with very encouraging results. The number of seamen and others who have signed the total abstinence pledge during that time will amount to *four hundred*, and quite a number of those who have signed it, have also given their hearts to the Savior, joined the church and given good proof of their fidelity. It is an old Society, and its membership is now in the neighborhood of 20,000. The weekly signers to the pledge, average fifteen, and the attendance of sailors, and others, is, in every way, most encouraging.

### Portsmouth, N. H.

The Seamen's Society held its general meeting in November. Its restaurant and Home have been largely patronized during the year. A reading room was also sustained.

"The city missionary, Mr. LOYNE, visited three hundred vessels, and distributed 2,400 papers and other reading matter, besides seventy-five testaments. A Bethel Flag has been raised over the Bow mission where services are held on the Sabbath by Mr. Loyne. During the year 1,101 vessels, with a tonnage of 137,173 and carrying 5,943 sailors, were

entered at the custom house; seventy-seven are owned in P. Many of these are engaged in the fishing business. The society dates from 1823, three years after the formation of the Howard society, when, even then, fishing was one of the chief sources of the city's wealth. The record of 1824 shows sixty-eight vessels and 581 men employed in it. 46,309 quintals of pollock and cod, 1,216 barrels of fish oil, besides fresh mackerel for the city markets and 5,575 barrels sent elsewhere, indicate the lively times of that day."

### New Orleans, La.

The *New Orleans Times* of the 12th December, says:—"A large audience last night gathered at the Lower Bethel, to participate in the feast of reason and flow of melody that had been promised them.

"Several songs and recitations were given, and Rev. Dr. Witherspoon addressed the meeting as follows:—

"I feel myself highly honored by the invitation to deliver a short address in this Bethel on this interesting occasion. I rejoice to have an opportunity afforded of offering the expression of my high appreciation of that noble Society, which has accomplished such beneficent results for seamen, in various ports of the world. It is a venerable institution. It has celebrated its semi-centennial, and its praises have been sounded forth in various ways. The good the AMERICAN SEAMEN'S FRIEND SOCIETY has accomplished in New Orleans will never be known until the disclosures of the judgment day. Let me mention a fact connected with the epidemic of last year. The secretary of that noble Society sent one hundred dollars, which was distributed among the sick and destitute seamen in the port of New Orleans, which alleviated much distress in that dreadful pestilence. Look at this neat chapel and extensive reading-room, (the best public or private reading-room in

our city,) and do we not owe much to the American Seamen's Friend Society, that sustains such an enterprise in our city?

"Is not also the public under great obligation to the faithful chaplain, Rev. L. H. PEASE, who has presided over this important work among seamen for so many years past, and has never become weary in well doing, under so many difficulties that have beset the progress of this work? I have been informed that this gentleman, who loves the work among seamen, has borne much of the expense of this enterprise out of his own private means. He has purchased this building, and has made it neat and attractive, and has opened a free reading room, and his motto is, 'welcome to all.' Long may he live to see this good work prospering in his hands!

"The temperance society has been fortunate in obtaining the services of one of the best and most faithful workers in the world, for any cause he undertakes. I know his great merits as a worker. He contributed much to the success of the temperance work at my Bethel, and my loss is your great gain. I pronounce him the best letter writer in this city, and he writes letters and does things generally in Johnsonian or 'gilt edge' style. He is also a steam engine to work for the temperance cause.

"The Bethel is the home of the stranger in our gates. We are dependent upon commerce for our prosperity, and how could commerce be carried on without ships and men to sail them? And shall we not give them a hearty welcome in our port? And this can be accomplished more successfully by the Bethel work, than by any other method. Let us, then, go on with the good work, and may Almighty God bless all who work in it!"

### British and Foreign Sailor's Society.

The following are items from its Forty-Sixth Annual Report, presented in May of last year.

Two hundred and seventy-two libraries were placed on vessels, by the Society, during the year. The total number of libraries sent out since 1865, is 2,117.

Two missionaries are at work in Ireland, at Dublin, and others at Cork, at Queenstown, at Belfast, and in smaller northern ports. The mission in Wales have been well sustained. In England, proper, there are laborers of the Society, at various places on the Western, Southern, and Eastern coasts, as well as at London.

Forty thousand six hundred and ninety-nine seamen visited its London Reading Room during the twelvemonth.

The foreign fields occupied by laborers of the Society are at Malta, Genoa, Naples, in Italy; at Hamburg, Rotterdam, and Antwerp, on the North Sea.

The Report says of the mission at Antwerp, in Belgium;—"The Directors are pleased to report that the Chaplain collected in his various tours in Belgium, Holland, Britain, United States, and Canada, over £3,300 toward the beautiful building opened by Lord Garvagh in the name of the Earl of Aberdeen. Enough was received to meet all the liabilities on both land and building. Since last August, the vacancy occasioned by the removal of the chaplain to his present official connection with the Society, has been supplied by efficient agents, with the assistance of an energetic colporteur. April 12th, 1879, the Rev. Dr. VERMILYE safely arrived from the United States, being appointed by the AMERICAN SEAMEN'S FRIEND SOCIETY, in conjunction with our own, to the Chaplaincy in Antwerp, for the period of two years."

The years' income was £4,393 5s. 8d.,—the expenditures, £4 359 6s. 8d. Liabilities, March 31st, 1879, £306 18s. 4d.

### The Sailors' Home, 190 Cherry St.,

REMODELED AND ENLARGED.

At the FIFTIETH ANNIVERSARY of the AMERICAN SEAMEN'S FRIEND SOCIETY, held in the Broadway Tabernacle in this city, May 8th, 1878, "in recognition of the Divine goodness through all its history, and in commemoration of its SEMI-CEN-



TENARY," the trustees were instructed to "arrange for remodeling and enlarging their SAILORS' HOME."

This building, 190 Cherry Street, was begun October 14th, 1841, when the Rev. Dr. MILNOR—of sainted memory—laid the corner-stone, with appropriate and eloquent addresses on the occasion by the Hon. THOS. BUTLER KING of Georgia, and by the Rev. SPENCER H. CONE, D. D., and the Hon. OGDEN HOFFMAN, of New York.

It was opened, (to be kept on strictly temperance principles and with daily family worship,) for its philanthropic and christian uses, in the following Spring, and for the THIRTY-SEVEN years that have since transpired, it has stood a monument to the practical wisdom of its founders, proving itself an incalculable blessing to those for whose good it was specially designed.

Since its opening, and up to May last, when it was surrendered to contractors, the HOME had accommodated as boarders, 95,189 seamen of all nationalities, had received for temporary safe keeping, and returned to depositors or transmitted to friends, over \$1,500,000 of their hard earned wages, had sheltered great numbers of shipwrecked and destitute sailors until they were fitted for sea again or otherwise provided for, and in kindred ways had steadily pursued its beneficent mission.

The work of remodeling and enlargement assigned them, which the Trustees, from carefully prepared and satisfactory plans, promptly entered upon, is now, at an outlay of about \$30,000 from funds in hand for the purpose, very nearly completed. Its re-opening is appointed for Wednesday, January 21st, with appropriate services, to be hereafter announced. It only remains to provide for suitably furnishing the building to accommodate its expected occupants.

It is estimated that this will require an expenditure of at least \$6,000, and

relying under God on the friends of the sailor, and the tried patrons of our cause, we confidently ask for the favorable and generous consideration of our present need.

R. P. BUCK, *President*,  
SAM'L H. HALL,  
*Cor. Sec. and Treas.*

80 Wall Street New York.

January 1st, 1880.

## Matters of Interest in Loan Library Work.

We subjoin a few varied testimonies as to the nature of our loan library work, and the interest excited by it,—which have lately come to hand.

THE BOOKS READ BY DIFFERENT CREWS.

NEW YORK, Dec. 6th, 1879.

*To the American Seamen's Friend Society:—*

We have a library, —No. 4,396, and would like to change it for another one. The books have been much read by the men, four or five different crews, and have done much good. We have been to South America, West Indies, Jacksonville, St. Augustine, Bermudas, N. S., and Charleston, S. C. It has done us good service.

C. BROOKS,  
*Schr. Almira Woolley.*

APPRECIATIVE.

NEW YORK, 29th October, 1879.

Loan Library 5,070\* has been on board the British brigantine *Eureka*, for six months. It has been sought after and read with eagerness, by all employed on board, and has proved to be a blessing to them, for which they desire to return their hearty thanks. For myself, I can say that the AMERICAN SEAMEN'S FRIEND SOCIETY is a grand institution, and cal-

\* Contributed by the Countess of Aberdeen, Scotland.

culated to do a great deal of good. It gives most instructive reading to those "that go down to the sea in ships."

Yours faithfully,  
S. C. DOANE, *Master*.

#### SEEKING FOR KNOWLEDGE.

Library No. 6,540 was contributed by Miss Auchincloss of New York City and went out in December, 1878, as the "Hugh Auchincloss Brown Library," on the ship *Seminole*, from New York for San Francisco. It was returned in November, 1879, "thoroughly read; had been very useful." The Chinese steward came to our Rooms with it, and asked for an Atlas.

#### IT HELPED IN RELIGIOUS SERVICES.

From Library No. 6,268, provided by Miss Park, Englewood, N. J., placed in December, 1877, on the ship *Soolo* of Salem, Mass., for Yokohama, we hear that it has just been reshipped at Boston, Mass. "Religious services were held on board," says our Secretary, there,— "and the books were very useful."

#### ANOTHER LONG TERM OF SERVICE.

Library No. 2,194, contributed by Moses Kelley, Washington, D. C., and placed by us, on the ship *Tyre*, for Antwerp, March 29th, 1867, came to our Rooms in Boston, in November, 1879, and was there reshipped. We have no previous record of it, since its original shipment.

#### TOO GOOD NOT TO PRINT.

The Infant Class in the S. S. of the Second Presbyterian Church in Troy, N. Y., have sent us the following letter, and we have been glad to ship their Library. It may help some other classes to "do likewise," when they see how patiently and lovingly the gift has been striven for, and finally made.

TROY, N. Y., Nov. 27th, 1879.

To the American Seamen's Friend Society;—

We desire to give twenty dollars to your Society to send a Loan Library to sea.

We are little folk, and we have but little money. We have been four years in getting our \$20 together. We have done a good many things to get the two thousand pennies which have gone into these dollars. Some have earned theirs by carrying clothes, others have gone for pails of water, and one boy has driven a cow. Some little girls have rocked the baby, and others earned something by "helping mother,"—and we have all tried our best in saving pennies.

We are very glad that we have at last got our \$20, ready, and now we send it as our Thanksgiving gift, hoping that the Library will help to make the sailors better men.

As you are pleased to promise fifty copies of the LIFE BOAT to any Sunday School that sends \$20, we will be very glad to receive the paper. And now we are going to begin to save our pennies for some other good thing, by and by. Our minister is Rev. F. G. CLARK, D. D., and we have two teachers.

#### A TOUCHING DONATION.

— L. I., Dec. 4th, 1879.

To The American Seamen's Friend Society;—

My only brother was lost at sea. I learned my little daughter Mrs. Heman's poem,—A thought of Home at Sea.

"'Tis lone on the waters."

She composed music to it and even now it is music to me, though many years have elapsed. She also patched a bed quilt for the Sailors' Home in her sixth year. I sent it there and they acknowledged its receipt. In her fifteenth year, when from home, at school, she died,—my only child.

I send twenty dollars for a Library in her memory.

Yours,

G. F.



## From the U. S. Life Saving Stations.

A WARM-HEARTED GREETING—THEIR SABBATH SERVICE BY THE OCEAN SHORE—THE PATROL DUTY OF A CHRISTIAN SURFMAN.

Rarely have we printed a letter which more clearly illustrates the value of our Loan Libraries to the noble workers at the stations, than the following:—

*U. S. L. S. Station No. 19, 6th Dist.*

RODANTHA P. O., DARE CO., N. C.,  
November 18th, 1879.

*American Seamen's Friend Society:—*

This station is supplied with one of your libraries\* and oh! what a blessing it is to us! cut off, as we are from the world, confined to the station and its various duties and hardships! What a relief it is to us when we get a little time to ourselves, to peruse some of those blessed books! I have read several of them myself, and the rest of the crew read them regularly. They are a great source of spiritual food and strength for our souls. We acknowledge in them the goodness of God in sending the blessed Gospel to all who have not the privilege to go out and hear it preached.

I am happy to tell you that both keeper and crew of this station are trying to know the Lord. We take regular turns in conducting our worship. Prayer and Bible-reading every Sabbath morning, and reading from some of the good books in the library, through the day, and, occasionally, exhortations and experience meetings. We have had preaching twice since September 1st. Brother SANDERSON PAINE has visited us twice, coming all the way across Pamlico Sound in a small canoe to preach for us. Brother WILLIAM LODGE, Pastor of the M. E. Church, stopped at the station one night and preached with and for us. Brother DAMMON MIDGETT, leader of the class at Rodantha, came and prayed with us one

Sabbath. We have some very interesting visitations of the Holy Spirit, both in our humble devotions, and while alone on our patrol duty along the beach at night. What a rare opportunity for studying God's love to man. We are exposed to storms from every direction: no shelter but the Providence of God. When we have to brave the dangers of the sea, as we sometimes do,—before launching forth, we commit ourselves and the care of our families to God.

We, of all other classes, should, I think, work for the cause of christianity, especially in this Service. I dearly love to correspond with keepers and crews of other stations on the line, upon this glorious theme, and I enclose an extract from a letter from Brother D. B. AUSTIN, Keeper of Station No. 10. He is a veteran soldier of the cross.

I am a sailor by profession, and advise all seamen who have the opportunity, to read, carefully and prayerfully, the books of the Loan Libraries, also the SAILORS' MAGAZINE, and above all things else, "search the Scriptures."

Fraternally yours,

A. W. SIMPSON,  
*Surfman, No. 3, Station 19.*

(Extract.)

*U. S. L. S. S. No. 10, Dist. No. 6.*

CAFFREY'S INLET, N. C.,  
November 2nd, 1879.

*Dear Brother:—*I received your very kind letter some time ago. I am very glad to hear from you, and to know that you have such religious opportunities. I like the service very well, my only objection is being debarred, or deprived of all religious privileges. I have not been to a religious meeting of any kind, only our prayer meetings here at the station, for the two months I have been here; but the Good Lord hears when we pray, whether alone or in the great congregations, and I have that privilege here and everywhere. \* \* \* \*

D. B. AUSTIN, *Keeper.*

\* No. 6,593, one of a hundred libraries contributed for the Stations by a single contributor to the AMERICAN SEAMEN'S FRIEND SOCIETY.

## Their Good Record.

The following is a list of moneys lately collected from the crew of the bark *Templar*, for the AMERICAN SEAMEN'S FRIEND SOCIETY:—

R. P. Trefry.....	\$1 00
S. C. Bent.....	1 00
N. C. Larkin.....	50
C. D. Bowers.....	50
William Daves.....	50
E. A. Westdin.....	50
Thomas Jacobren.....	50
E. C. Webster.....	50
Robert Weihmann.....	50
Andrew Anderson.....	50
J. F. Moore.....	50
	<hr/>
	\$8 50

To the above we add the following list of contributions just received for our work, from the crew of the American ship *Dauntless*:—

Capt. R. P. Wilbur.....	\$5 00
F. M. Plummer.....	5 00
William Nelson.....	2 00
John Meyers.....	2 00
Samuel Robinson.....	2 00
Robert Neal.....	2 00
Charles Paulsen.....	1 00
John Tompson.....	2 00
John Davis.....	3 00
Christopher.....	2 00
Charles Scott.....	1 00
George L. Field.....	1 00
Andrew Halverson.....	2 00
	<hr/>
	\$30 00

## Obituary.

WILLIAM F. DAMON.

A bitter trial has fallen upon our brother Rev. S. C. DAMON, D. D., in the death, at Honolulu, S. I., Oct. 23rd, 1879, of his youngest son, in the 23rd year of his age. In a letter announcing the sad intelligence, the bereaved father expresses a sorrow beyond the power of mere human sympathy to relieve, and asks to be remembered in the prayers of his Christian friends.

William F. Damon was born in Hono-

lulu, where the greater part of his education was received. Five years ago he came to the United States, attending for a year a Mercantile College at Minneapolis, Minn., and subsequently the Agricultural College at Amherst, Mass. Upon returning, he went into the employ of the large business concern with which he was engaged at the time of his death. He is spoken of as "in the first flush of manhood, large hearted, generous to a fault, conscientious and true, with ample prospects of future usefulness and success." How mysterious when such a one is singled out and cut down!

The entire community seems to sympathize with the afflicted family, and the look of sorrow on the part of all classes is said to attest the loving influence of an early ended christian life.

CHARLES H. DABNEY.

This gentleman, once a resident of New York but latterly of Philadelphia, died at Hastings, England, Dec. 15th, 1879. Mr. DABNEY was a firm friend and generous patron of this Society. At the time of his death he was one of our honored Vice Presidents.

It was measureably through his influence that the COUNTESS OF ABERDEEN was induced to use our Library work, as the channel for her generous benefactions to seamen; and in various other ways he showed his appreciation of evangelical effort for this particular class.

## To Seamen.

Any person knowing anything concerning a seaman named Milton White,—where he is, or where he was when last heard from, or any information, whatever, concerning him,—would confer a great favor and receive a liberal reward, by forwarding the same to

S. D. KENDALL,  
St. Johnsbury, Caledonia Co., Vt. U. S. A.



## Position of the Principal Planets for January, 1880.

**MERCURY** is a morning star during this month, rising on the 1st at 5h. 45m., and south of east  $28^{\circ} 41'$ ; is in conjunction with the Moon on the forenoon of the 10th at 6h. 25m., being  $1^{\circ} 47'$  north.

**VENUS** is a morning star, rising on the 1st at 3h. 53m., and south of east  $22^{\circ} 1'$ ; is in conjunction with the Moon on the afternoon of the 8th at 3 o'clock, being  $6^{\circ} 6'$  north.

**MARS** crosses the meridian on the evening of the 1st at 8h. 3m., being  $17^{\circ} 57'$  north of the equator; is in conjunction with the Moon on the evening of the 20th, at 10h. 6m., being  $2^{\circ} 31'$  south.

**JUPITER** is an evening star, setting on the 1st at 9h. 29m., and south of west  $12^{\circ} 7'$ ; is in conjunction with the Moon at 56m. past noon on the 15th, being  $6^{\circ} 5'$  south.

**SATURN** is an evening star, setting on the 1st at 1m. before midnight and north of west  $1^{\circ} 55'$ ; is in conjunction with the Moon on the evening of the 17th at 7h. 55m., being  $8^{\circ} 21'$  south.

*N. Y. University.*

*R. H. B.*

## Marine Disasters in November, 1879.

The number of vessels belonging to, or bound to or from ports in the United States, reported totally lost and missing during the month, was 53, of which 26 were wrecked, 2 burned, 12 abandoned, 6 sunk by collision, 4 foundered, and 3 are missing. The list comprises 5 steamers, 3 ships, 16 barks, 1 brig, and 28 schooners, and their total value, exclusive of cargoes, is estimated at \$1,285,000.

Below is the list, giving names, ports, destinations, &c. Those indicated by a *w* were wrecked, *a* abandoned, *s c* sunk by collision, *f* foundered, and *m* missing.

### STEAMERS.

Champion, *s c*, from New York for Charleston.  
Gurtubay, *a*, from Bilbao for New York.  
Joseph Pease, *w*, from N. York for Marseilles.  
Telford, *m*, from New York for Antwerp.  
Alabama, *w*, from New York for Rouen.

### SHIPS.

Bokhara, *s c*, from Antwerp for New York.  
E. J. Harland, *s c*, from Androssan for N. York.  
Royal Charter, *a*, from New York for Antwerp.

### BARKS.

Nereo, *w*, from Montreal for Queenstown.  
Canning, *a*, from Bremen for Philadelphia.  
Forest Belle, *f*, from N. York for Queenstown.  
Ocean, *a*, from Christiansand for New York.  
Emerald, *w*, from New York for Gottenberg.  
Edith Davis, *b*, from New York for Callao.  
Marmion, *w*, from Departure Bay for San Francisco.  
Amykos, *b*, from New York for Bremen.  
Ornen, *w*, from Rotterdam for Galveston.  
Canada, *m*, from Baltimore for Southampton.  
Svea, *a*, from Boston for Antwerp.  
Venerata, *a*, from Newcastle, E. for N. York.  
Elina, *w*, from Philadelphia for Calais.  
Mercury, *a*, (Whaler,) of New Bedford.  
Shooting Star, *a*, from Baltimore for Queenst'n.  
Editha, *f*, from Philadelphia for Queenstown.

### BRIG.

Prosperite, *w*, from London for Wilmington, N. C.

### SCHOONERS.

Carrie Butler, *w* (Fisherman,) of Gloucester.  
Emeline, *w*, from Boston for Charlottetown.  
Souvenir, *w*, from New York for St. Johns, N. F.  
Ella Kirkman, *s c*, Oyster vessel.  
Leesburg, *w*, from Bangor for Boston.  
Nellie Brown, *w*, from Gardiner for Philadelphia.  
Florence, *w*, (Whaler) of New London.  
Abbott Devereux, *w*, from Savanna-la-Mar for Kingston, Ja.  
Violet, *a*, from Moncton N. B. for Boston.  
Petrel, *a*, (Whaler,) of New Bedford.  
Ester Cobos, *w*, (At Rouge River, Cal.)  
Joanna Doughty, *s c*, from Boothbay for Savannah.  
Pathway, *s c*, from Rappahann'ck, for Bath, Me.  
Bay Queen, *w*, (At Cape Ann Mass.)  
White Wing, *m*, from Baltimore for Ruatan.  
Constance, *w*, from Ruatan for New Orleans.  
Greyhound, *w*, (Fisherman,) of Newburyport.  
Reunion, *w*, from New York for Newfoundland.  
Stephen Waterman, *w*, from Boston for Kennebunk.  
Concordia, *w*, from Rockland for Steuben.  
Newton Booth, *w*, from Plover Bay for San Francisco.  
Minnehaha, *f*, from Baltimore for James River.  
Francis Burritt, *a*, from New York for Wilmington, Del.  
Hector, *w*, from Philadelphia for Boston.  
Mav Queen, *w*, (At Eureka, Cal.)  
John, *f*, from New York for Savannah.  
O. S. Bailey, *a*, from Dominica for Gloucester.  
Ross Winans, *w*, from Baltimore for Pianka-tank.

The Bureau Veritas publishes the following statistics of vessels of all nationalities reported lost during the month of

OCTOBER, 1879.

*Sailing Vessels*:—29 English, 15 German, 14 Norwegian, 12 American, 12 French, 10 Swedish, 8 Dutch, 3 Danish, 3 Italian, 2 Austrian, 1 Spanish, 1 Republic of Guatemala, 1 Portuguese, 1 Russian, 3 of which the nationality is unknown; total: 115. In this number are included 3 vessels reported missing.

*Steamers*:—8 English.

## Receipts for November, 1879.

## NEW HAMPSHIRE.

Bennington, Cong. church.....	\$ 10 00
Bristol, Cong. church.....	3 60
Mount Vernon, Cong. church.....	5 00
North Hampton, Cong. church.....	10 00
Rindge, Cong. church.....	2 06
Walpole, Cong. church.....	10 00

## VERMONT.

Clarendon, Cong. church.....	6 00
Greensboro Cong. church.....	2 50

## MASSACHUSETTS.

Amesbury and Salisbury, Union ch...	5 00
Boston, Schr. Fred. A. Coit, Capt. McDonald.....	3 00
Schr. Fessenden, Capt. Beebe.....	2 00
Schr. Meta, Capt. Engel.....	1 00
Schr. Matheson Capt. McArthur.....	50
East Bridgewater, Mrs. George, S. S. class for library.....	10 00
Easton, Evang'l Cong. church.....	5 25
Fitchburg Cong. church, of which \$40 for libraries.....	70 35
Rollstone ch. bal. to const. John W. Dowden, L. M.....	25 13
Gilbertville, Cong. church.....	15 00
Granby, Cong. church, toward lib'y.....	10 00
Haverhill, S. S. North Cong. church, for lib'y.....	20 00
Monson, estate of Andrew W. Porter, by E. F. Morris, exr.....	250 00
Newburyport Cong. church.....	7 29
Norfolk Cong. church.....	2 45
Orleans Cong. church.....	5 00
Phillipston Cong. church.....	8 53
Salem, So. church.....	18 38
Schr. McManney, Capt. Reeve.....	2 00
South Framingham, Cong. church, of which \$40 for libraries.....	80 00
Springfield 1st Cong. church.....	47 84
Taunton, Winslow church.....	8 50
Townsend, Cong. church, S. S.....	5 00
Waverly, Cong. church.....	13 20
West Roxbury, \$20 for lib'y.....	22 70
West Springfield, 1st Cong. church.....	16 00
2nd Cong. church, (Mittenaque).....	10 00
Winchester Cong. church, of which \$40 for libraries.....	55 00

## RHODE ISLAND.

Pawtucket, Central Falls, of which \$40 for libraries.....	50 84
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## CONNECTICUT.

Collinsville, 1st Cong. church.....	12 56
Fairfield Cong. ch. Henry C. Sturges for lib'y.....	20 00
Greenwich, Cornelius Mead.....	5 00
Hartford, Dr. T. S. Childs.....	10 00
Middlebury, S. S. Cong. ch. for lib'y.....	21 00
Milford 1st Cong. church.....	27 02
Northfield Cong. church.....	3 61
Trumbull Cong. church.....	23 50
Unionville H. Northrop.....	1 00
Watertown John De Forest, for lib'y.....	20 00
Windsor Locks Cong. church.....	50 00

## NEW YORK.

Brooklyn, Arthur W. Benson, Esq. for furnishing Sailors' Home.....	100 00
Henry D. Pulhemus special.....	100 00
1st Ref. Dutch church.....	54 77
Lafayette Ave. Pres. ch., Grandma Cuyler, for ships lib'y.....	20 00
Harlem Cong. church.....	23 81
Ithaca, Albert H. Estsy and others, for library.....	20 00
Lockport, Individuals.....	10 00
New York City, Mr. S. T. Gordon.....	100 00
Stamford Mfg. Co.....	50 00

Robert Carter & Bros.....	50 00
Higgins & Cox, Atty's.....	50 00
Horace Gray.....	50 00
Stewart Brown.....	50 00
Jno. C. Cook, Esq., special for Genoa Mission.....	50 00
H. T. M.....	50 00
Valentine G. Hall.....	30 00
Benedict, Taft & Benedict.....	25 00
Harding, Colby & Co.....	25 00
W. H. Webb.....	25 00
A. W. Benson.....	25 00
J. Everts Tracy.....	25 00
W. F. Cary.....	25 00
Miss C. A. Hedges.....	20 00
Miss Annie Dennis' Young Ladies class, for ships lib'y.....	20 00
Episcopal Seamen's Mission, Rev. R. J. Walker, for ships lib'y.....	20 00
Jno. E. Parsons.....	20 00
Joseph H. Choate.....	15 00
Deering, Milliken & Co.....	10 00
Ammidown, Lane & Co.....	10 00
Jared Linsley, M. D.....	10 00
W. N. Blakeman, M. D.....	10 00
C. C. Waite.....	10 00
F. F. Thompson.....	10 00
Geo F. Baker.....	10 00
L. Tuckeman.....	10 00
S. L. M. B.....	10 00
B. W. Merriam.....	10 00
W. F. Lee.....	10 00
A. P. Man.....	10 00
William Borden.....	10 00
W. S. Gilman.....	10 00
J. M. Fiske.....	10 00
J. S. Holt.....	10 00
A. Friend, P.....	10 00
J. W. Dominick.....	5 00
D. B. Whitlock.....	5 00
W. A. Camp.....	5 00
W. C. Martin.....	5 00
A. F. Pearse.....	5 00
H. B. Spelman.....	5 00
O. P. C. Billings.....	5 00
Cash, L.....	5 00
Mrs. Hopper, for Sailors' Home.....	50
U. S. Coast Survey, Steamer <i>Bache</i> , by Lieut Wadhams.....	10 25
Capt. B. Whitehouse, Bark <i>Unanima</i> .....	3 00
Theodore Strandt, mate Brig <i>Robert Mow</i> .....	2 00
Prattsburg, Union Meeting, for lib'y.....	20 00
Syracuse, Hon. E. W. Leavenworth.....	5 00
Throopsville, S. S.....	15 02
Troy, 2nd Pres. church, S. S. Infant class, for lib'y.....	20 00
Waterloo, Pres. church.....	15 00
Meth. church.....	5 00
Yonkers, 1st Pres. church.....	9 67

## NEW JERSEY.

Newark, Mrs. Jeannette McKenzie, for McKenzie ship's lib'y.....	20 00
Plainfield, Mr. H. R. Munger, for ship's lib'y in name of Henry C. Munger.....	25 00

## PENNSYLVANIA.

Philadelphia, Mrs. Van Harlingen for library in memory of Capt. John Campbell.....	20 00
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## GEORGIA.

Herndon, Mrs. Moses J. Wadley, lib'y in memory of Thos. S. Clark.....	20 00
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## MINNESOTA.

Marshall Rev. Sam'l J. Rogers.....	3 00
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## WASHINGTON TERRITORY.

Olympia, officers and crew U. S. S. S. <i>Earnest</i> .....	19 00
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\$2,487 83






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Cast thy bread upon the waters: for thou shalt find it after many days.—Ecc. II: 1.

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*For the Life Boat.*

## A Sea Captain's Story—Trusting God and Coming into Boston Harbor.

Capt. T. L. FLEMING of the bark *Black Swan*, reports verbally:—

“I am an old African trader and have been a pretty hard case. At sea I found on board my vessel a Library of the AMERICAN SEAMEN'S FRIEND SOCIETY, in the hands of a sailor in the forecastle. I began to read the books, and found one that took hold of me, and made me feel that I needed a Savior. I continued reading, and think I became a Christian. I am going another voyage, and I want one of your libraries. He took a library and made a voyage to the east coast of Africa. Returning, he reported “the library has been very useful. We have kept the Sabbath, and held meetings on our vessel from time to time, and the books have done us all good. We have been out in several terrible gales in which we all expected to go to the bottom, but God has spared us. The vessel that we sailed in company with went down with all on board. We tried to help her but could not. We came on to Boston in the tremendous gale of February, when the air was so full of snow that no object could be seen. When we got inside the Highland Light, the gale increased, the

wind blowing directly toward the land. No Light House could be seen on account of the snow, which filled the air. We all expected to go to the bottom, or go upon the rocks. I made up my mind that there was no other way to do but to go into *Boston Harbor*. I took sounding, and found forty fathoms. Afterward I sounded and found thirty-five fathoms, the third sounding was taken, and then I made up my reckoning and found we were exactly opposite *Boston Harbor*.

“I told my mate that I was going in. He remonstrated. I told him he must stand by me, or we should have a panic among the crew which would be *worse than the storm*,—that I had committed the crew to God, and had done all I could. I then ordered the storm-sail up, and we came in before that terrific gale at the rate of eleven knots. No Light House could be seen, and we were going directly toward the shore. Not a word was spoken, and every man was at his duty. The howling of the wind was dreadful, as the great waves rolled in upon the shore. Suddenly the *Boston Light flashed directly down upon our deck*,—showing that we were in the mouth of the harbor

and within a rod of the rocky shore. We came on to the Nantasket Rocks and came to anchor on quiet water. As soon as it was light, we came up the harbor, and came ashore. I went immediately to my house, and told my family what had occurred. Then my daughter read a psalm, and we all kneeled down, and I prayed and thanked God for his wonderful works to the children of men. I then went out to see some of my old associates, to tell them what the Lord had done for me. Then I went to my native town where I told my old friends what a Savior I had found."

Capt. Fleming remained for a few weeks at home, attending prayer meetings often and telling what the Lord had done for his soul. He then went to sea, taking another library, and his wife, to help him in his christian work.

*Boston, Dec. 1879.*

S. W. H.

### A Child's Heart.

The other day a curious old woman, having a bundle in her hand and walking with a painful effort, sat down on a curbstone up Woodward Avenue, to rest. She was curious because her garments were neat and clean, though threadbare, and curious because a smile crossed her wrinkled face as children passed her. It might have been this smile that attracted a group of three little ones, the oldest about nine. They all stood in a row in front of the old woman, saying never a word, but watching her face. The smile brightened, lingered, and then suddenly faded away, and a corner of the old calico apron went up to wipe away a tear. Then the eldest child stepped forward and asked:

"Are you sorry because you haven't got any children?"

"I—I had children once, but they are all dead!" whispered the woman, a sob in her throat.

"I'm awful sorry," said the little girl, as her own chin quivered. "I'd give you one of my little brothers here, but you

see I haven't got but two, and I don't believe I'd like to spare one."

"God bless you, child,—bless you forever!" sobbed the old woman, and for a full minute her face was buried in her apron.

"But I'll tell you what I'll do," seriously continued the child. "You may kiss us all once, and if little Ben isn't afraid, you may kiss him four times, for he's just as sweet as candy!"

Pedestrians who saw the three well-dressed children put their arms around that strange old woman's neck and kiss her were greatly puzzled. They didn't know the hearts of children, and they didn't hear the woman's words as she rose to go:—

"Oh! children, I'm only a poor old woman, believing I'd nothing to live for, but you've given me a lighter heart than I've had for ten long years!"—*Detroit Free Press.*

### The Sailor Boy.

Over the Ocean's dancing wave,  
Over the deep sea's surging foam;  
In a stately ship, with a gallant crew,  
My sailor boy sailed from home.  
My sailor boy sails to the Orient bright,  
And blue-eyed Jennie is weeping to-night.

Over the Ocean's trackless wave,  
Over the deep sea's treacherous foam;  
In a stately ship, with a gallant crew,  
My sailor boy brave doth roam.  
My sailor boy's gone to India's shore,  
To seek for bright diamonds and golden ore.

Over the Ocean's sparkling wave,  
Over the deep sea's surging foam;  
In a stately ship, with a gallant crew,  
My sailor boy's coming home.  
My sailor boy went in his youthful pride,  
To gather rich pearls for his future bride.

Over the Ocean's rippling wave,  
Sweetly float on the evening air;  
Orisons pure for a sailor boy brave;  
Mother and Maiden are kneeling in prayer:—  
"Protect my sailor boy on the deep sea,  
Protect and guide him in safety to me."

Over the Ocean's mountain wave,  
Over the deep sea's foaming track;  
A stately ship with her gallant crew  
Lies helpless, with sails aback.  
For the white-squall struck 'neath a cloudless sky,  
And the plunging wreck hushed the sailor boy's cry.

Under the Ocean's silent blue,  
Under the deep sea's swelling wave,  
A stately ship, with a gallant crew,  
And a sailor boy found a grave.  
The sailor boy sleeps where the sea birds soar;  
The sailor boy's smile shall greet thee no more.

*E. V. Welch.*



## TO SABBATH SCHOOL SUPERINTENDENTS.

Our efforts to serve the Divine Master in the saving of sailors' souls, by means of our LOAN LIBRARIES, so many of which have been sent out, through us, by your schools,—are constantly honored of God. The very latest illustration of this of which we know, is found in the fact that on board the American ship *Daniel Barnes*, on which we placed Library No. 6,530, when she left this port for Java, in November, 1878,—out of a crew of twenty-five men, *no less than fourteen have since given their hearts to the Lord and Savior Jesus Christ!*

Such blessing justifies us, we feel sure, in asking, *Can you not see to it that your School forwards us the \$20 needful to send out a new Library, on some other vessel?*

For years past we have issued, about 20,000 monthly copies of the LIFE BOAT, mainly for the Sunday schools who are engaged in thus giving the Lord's Gospel to sailors.

These LOAN LIBRARIES for seamen contain on an average, thirty-six volumes, always including the HOLY BIBLE—unless it is found, upon inquiry, that the vessel upon which the library is placed, is already supplied with it. Accompanying the Bible are other carefully chosen religious books, and a choice selection of miscellaneous volumes. When sent from the Society's Rooms, they are put upon sea-going vessels in neat cases, at an expense of twenty dollars each, in the name of the contributor. After they have been read on shipboard, they come back to our Rooms, for refitting and reshipment, or may be exchanged between different vessels at sea, or in foreign ports. *We send fifty copies of the LIFE BOAT, monthly, for one year, postage paid, to every Sunday-School contributing a library, with all intelligence received of the whereabouts and work of each.*

We desire to increase this work in the year that lies before us. *Can you not respond to our call?—and that speedily?* Address

AMERICAN SEAMEN'S FRIEND SOCIETY,

80 WALL ST.,

New York, N. Y.

See what God has privileged us to do already, as follows!

*The whole number of new Loan Libraries sent to sea from the Rooms of the American Seamen's Friend Society at New York and at Boston, Mass., from 1858-9, to April 1st, 1879, was 6,502; and the reshipments of the same for the same period were 6,144. The number of volumes in these libraries was 349,328, and they were accessible to 254,295 men.—Eight hundred and ninety-three libraries, with 32,148 volumes were placed upon vessels in the United States Navy, and in Naval Hospitals, and were accessible to 101,680 men.—One hundred libraries were placed in one hundred Stations of the United States Life Saving Service, containing 3,600 volumes, accessible to nine hundred Keepers and surfmen.*

Trusting that the Society may receive a favorable response to this appeal, we are

Faithfully yours,

ED. LIFE BOAT.

January 1st, 1880.

### "I Can Swim Sir."

During a terrible naval battle between the English and the Dutch, the English flagship, commanded by Admiral Narborough, was drawn into the thickest of the fight. Two masts were soon shot away, and the main-mast fell with a

fearful crash upon the deck. Admiral Narborough saw that all was lost, unless he could bring up his ships from the right. Hastily scrawling an order, he called for volunteers to swim across the boiling water under the hail of shot and shell. A dozen sailors at once offered

their services, and among them a cabin boy.

"Why," said the Admiral, "what can you do, my fearless lad?"

"I can swim, sir," the boy replied; "If I be shot, I can be easier spared than any one else."

Narborough hesitated, his men were few, and his position was desperate. The boy plunged into the sea amid the cheers of the sailors, and was soon lost to sight. The battle raged fiercer, and as the time went on defeat seemed inevitable. But just as hope was fading, a thundering cannonade was heard from the right, and the reserve were seen bearing down upon the enemy. By sunset the Dutch fleet were scattered far and wide, and the cabin boy, the hero of the hour, was called in to receive the honor due him. His modesty and bearing so won the heart of the old Admiral that he exclaimed:

"I shall live to see you have a flagship of your own."

The prediction was fulfilled when the cabin boy, having become Admiral CLOUDSLEY SHOVEL, was knighted by the king.—*Lutheran.*

### A Little Errand for God.

Helen stood on the doorsteps with a very tiny basket in her hand, when her father drove up and said: "I am glad you are all ready to go out, dear; I came to take you to Mr. Lee's park to see the new deer."

"Oh, thank you, papa; but I can't go just this time. The deer will keep and we can go to-morrow. I have a very particular errand to do now," said the little girl.

"What is it, dear?" asked her father.

"Oh, it's to carry this somewhere," and she held up the small basket.

Her father smiled, and asked, "Who is the errand for, dear?"

"For my own self, papa; but—oh, no; I guess not—it's a little errand for God, papa."

"Well, I will not hinder you, my little dear," said the good father, tenderly,

"Can I help you any?"

"No, sir. I was going to carry my big orange that I saved from dessert, to old Peter."

"Is old Peter sick?"

"No, I hope not; but he never has anything nice; and he's so good and thankful! Big folks give him only cold meat and broken bread; and I thought an orange would look so beautiful and make him so happy! Don't you think poor well folks ought to be comforted sometimes as well as poor sick folks, papa?"

"Yes, my dear; and I think we often forget them till sickness or starvation comes. You are right; this is a little errand for God. Get into the buggy and I will drive you to old Peter's and wait till you have done the errand, and then show you the deer. Have you a pin, Helen?"

"Yes, papa; here is one."

"Well, here is a two-dollar bill for you to fix on the skin of the orange. That will pay old Peter's rent for two weeks; and perhaps this will be a little errand for God, too," said the gentleman.

Little Helen, who had taught a wise man a lesson, looked very happy as her fingers fixed the fresh bill on the orange.

A YOUNG GENTLEMAN of Brixton, England, two years ago started a Sunday afternoon service for children, which is now attended by from 500 to 600 children. Within the last year he formed a "Waste Not Society" among them, the members of which collect waste paper, from the sale of which they have supported a little girl in the orphanage.

### American Seamen's Friend Society.

R. P. BUCK, *President.*

Rev. S. H. HALL, D. D., *Cor. Sec. & Treas.*

L. P. HUBBARD, *Financial Agent.*  
80 Wall Street, New York.

*District Secretary:—*

Rev. S. W. HANKS, Cong'l House, Boston.

## AMERICAN SEAMEN'S FRIEND SOCIETY'S REPORT OF NEW LOAN LIBRARIES

*The whole number of new Loan Libraries sent to sea from the Rooms of the American Seamen's Friend Society at New York and at Boston, Mass., from 1858—9, to April 1st, 1879, was 6,502; and the reshipments of the same for the same period were 6,144. The number of volumes in these libraries was 349,328, and they were accessible to 254,295 men. Eight hundred and ninety-three libraries, with 32,148 volumes were placed upon vessels in the United States Navy, and in Naval Hospitals, and were accessible to 101,680 men.—One hundred libraries were placed in one hundred Stations of the United States Life Saving Service, containing 3,600 volumes, accessible to nine hundred Keepers and surfmen.*

During June, 1879, twenty-two new loan libraries were sent to sea from our Rooms at New York and Boston. These were Nos. 6,656 and 6,662, with 6,664 to 6,679, inclusive, and Nos. 6,681, 6,682, and 6,684, at New York; and No. 5,167 at Boston. Assignments of these libraries were made as follows:—

Assignments were also made, during the month of June, 1879, from new libraries previously sent out, as follows:—

JULY, 1879.



# LOAN LIBRARY REPORT OF THE

<i>No. of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
5168..	Ladies' Seamen's Friend Society, Attleboro, Mass .....	Bark Raymond.....	Europe.....	17
6680..	Rev. H. C. Riggs and family, Rochester, N. Y. ....	" Dirigo .....	Sydney, N. S. W... ..	13
6683..	Rev. H. N. Cobb, Millbrook, N. Y., and Mrs. S. L. Cobb, Tarrytown, N. Y. ....	" H. D. Brookman... ..	Cape Town.....	12
6685..	Mrs. F. Warner's S. S. class, Wethersfield, Conn .....	Ship Imperial .....	San Francisco.....	22
6686..	Mrs. McKee Swift, New Brunswick, N. J. ....	" Ocean King.....	" .....	34
6687..	P. H. Silvester, Coxsackie, N. Y. ....	Bark Lara.....	Grimsby, Eng.....	15
6688..	Child's Miss'y Soc'y, 1st Pres church, Morristown, N. J. ....	" Nimbus .....	Queenstown.....	18
6689..	Mrs. Theron V. Shaw, Boston, Mass.....	" Richard Parsons... ..	Bombay & Calcutta ..	21
6690..	J. D. Fish, Brooklyn, N. Y., for Edith B. and E. Mildred Fish.....	" John F. Rothman.. ..	Gibraltar.....	12
6692..	J. D. Fish, Brooklyn, N. Y., for Edith B. and E. Mildred Fish.....	" Surprise.....	Manilla.....	14
6693..	William Libbey, Jr., New York City....	U. S. S. Mayflower.....	Home Stations.....	80
6694..	" .....	" Standish.....	Cruising .....	80
6696..	S. S. Ref. church, Saugerties, N. Y.....	Ship Kate Davenport... ..	Japan.....	20

## AUGUST, 1879.

During August, 1879, twenty-one new loan libraries were sent to sea from our Rooms at New York and Boston. The new libraries were Nos. 6,697 to 6,711 inclusive, at New York; and Nos. 5,170, 5,171, 5,173, 5,174, 5,175, and 5,176, at Boston. Assignments of these libraries, not previously reported, were made as follows:—

<i>No. of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
5170..	S. S. Cong. church, Foxboro, Mass.....	U. S. Training Ship Portsmouth .....	Cruising.....	270
5171..	Ladies' Bethel Society, Newburyport, Mass.....	U. S. Training Ship Portsmouth .....	" .....	"
5173..	S. S. Cong. church, Webster, Mass.....	Bark William Hales.....	Melbourne.....	15
5174..	S. S. Cong. church, Falmouth, Mass.....	" Stafford .....	Whaling.....	25
5175..	Cong. church, Central Falls, R. I.....	" Woodside .....	Buenos Ayres.....	12
5176..	S. S. Cong. church, Hampton, N. H.....	" C. A. Littlefield.....	Australia.....	11
6707..	S. S. Cong. church, Middlebury, Conn.....	Ship Alexandria.....	Antwerp.....	17
6708..	John De Forest, Watertown, Conn.....	" Clydesdale.....	Yokohama.....	22
5170..	Mrs. M. J. Wadley, Herndon, Burke Co., Ga., in memory of Thos. S. Clark... ..	" Everest .....	Antwerp .....	24
6711..	S. S. No. Cong. ch., Haverhill, Mass.....	Bark Com. Dupont .....	Port Natal.....	10

## SEPTEMBER, 1879.

During September, 1879, twenty-seven new loan libraries were sent to sea from our Rooms at New York and Boston. The new libraries were Nos. 6,712 to 6,730 inclusive, at New York; and Nos. 5,169, 5,172, 5,177, 5,178, 5,179, 5,180, 5,181 and 5,182, at Boston. Assignments of these libraries were made as follows:—

<i>No. of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
5169..	S. S. South Cong ch, Salem, Mass.....	U. S. Ship Wachusett....	South America.....	110
5172..	Rodney French, Bath, Me.....	Schr. Rulon S. Hunt.....	West Indies.....	6
5177..	Jasper P. George, Manchester, N. H....	Ship B. P. Chaney.....	San Francisco.....	27
5178..	Annual Bequest, E. N. H., Holbrook, Mass.....	" Game Cock.....	East Indies.....	18
5179..	Annual Bequest, E. N. H., Holbrook, Mass .....	Steam Whaler Mary and Helen .....	Arctic Ocean.....	38
5180..	C. E. H., Holbrook, Mass.....	Ship Eliza Adams.....	Whaling.....	33
5181..	American Seamen's Friend Society....	Brig Black Swan.....	West Indies.....	8
5182..	" .....	Bark Hascard .....	West Africa.....	10
6712..	Jonas M. Libbey, New York City.....	U. S. Coast Survey Steam'r W. T. .....	Earnest at Olympia, ..	15
6713..	Prattsburg, N. Y. Union Meeting.....	Bark Addie McAdam....	Bordeaux.....	10
6714..	S. S. Pres. church, Dansville, N. Y.....	Ship Coringa .....	Antwerp.....	20
6715..	W. E. Davis, Birmingham, Conn.....	Bark Lyman E. Cann....	Havre.....	13
6716..	Cong. church, Birmingham Conn.....	" Chignecto .....	Liverpool.....	13
6717..	Jonas M. Libbey, New York City.....	U. S. S. Shenandoah....	Brazil Station.....	250
6718..	" .....	" .....	" .....	"
6719..	Cong. church, Birmingham, Conn.....	Ship Charter Oak.....	Leghorn.....	20
6720..	Mrs. G. Fanning Moriches, L. I., in memory Mary S. Fanning.....	Bark Hazlehurst.....	Hamburg .....	15
6721..	S. S. Pres. church, Naples, N. Y.....	" Crescent.....	Mobile and Europe ..	14

# AMERICAN SEAMEN'S FRIEND SOCIETY.

NOVEMBER, 1879.

During November, 1879, twenty-nine new loan libraries were sent to sea from our Rooms at New York and Boston. The new libraries were Nos. 6,752 to 6,758, inclusive, and Nos. 6,760 to 6,771, inclusive, at New York; with Nos. 5,191 to 5,199, inclusive, and No. 5,400, at Boston. Assignments of these libraries were made as follows:—

No. of Library.	By whom furnished.	Where placed.	Bound for.	Men in Crew.
5191..	Mrs. Geo. — S. S. class E Bridge-water, Mass.	Ship Electra.....	East Indies.....	20
5192..	Cong. church, So. Framingham, Mass..	Three mast schr. H. E. Riley.....	West Indies.....	7
5193..	" " " " " " " " " " " "	Barkentine Hancock....	Buenos Ayres.....	9
5194..	C. C. church, Fitchburg, Mass.....	Schr. A. H. Revere.....	Coasting.....	7
5195..	Cong. church, West Roxbury, Mass.....	Bark Fury.....	Africa.....	10
5196..	C. C. church, Fitchburg, Mass.....	" Charlotte.....	East Indies.....	16
5197..	Cong. church, Winchester, Mass.....	Barkentine Carrie Hickle	Australia.....	10
5198..	" " " " " " " " " " " "	Bark Kate Williams.....	Africa.....	12
5199..	Central Falls church, Pawtucket, R. I..	Ship Eclipse.....	San Francisco.....	27
5400..	" " " " " " " " " " " "	Bark Norway.....	Africa.....	10
6755..	S. S. 1st Pres church, Troy, N. Y., as Ada F. Gale Memorial Library.....	Ship Annie M. Smull....	Shanghae.....	24
6756..	Mrs. Louisa F. Cuyler, Brooklyn, N. Y., for the Theo. Cuyler Jr. Library.....	" Eureka.....	San Francisco.....	30
6762..	Mrs. Louisa F. Cuyler, Brooklyn, N. Y., in memoriam Georgie Cuyler.....	Bark Esther L. Pettingell	Java.....	18
6763..	Albert H. Estey and others, Ithaca, N. Y.	" Agnes.....	Baltic.....	15
6769..	N. Y. Epis. Seamen's Mission, New York City.....	Brig Beatrice.....	Cape Town.....	10
6770..	Miss Annie Dennis' S. S. class Central Pres. church, New York City.....	Ship Glory of the Seas..	San Francisco.....	13

Assignments were also made, during the month of November, 1879, from new libraries previously sent out, as follows:—

6735..	Fred. A. Libbey, New York City.....	U. S. S. Constitution....	Europe.....	301
6736..	" " " " " " " " " " " "	" " " " " " " " " " " "	" " " " " " " " " " " "	"
6738..	2nd Cong. church, Fair Haven, Conn..	Ship Sunrise.....	Anjier, E. I.....	20
6743..	Fred. A. Libbey, New York City.....	" L. Schepp.....	San Francisco.....	28
6744..	" " " " " " " " " " " "	" Americus.....	" " " " " " " " " " " "	37
6745..	" " " " " " " " " " " "	" J. L. Morse.....	Japan.....	30
6747..	Mrs. Jeannette McKenzie, Newark, N. J.	" Sea Witch.....	Java.....	24
6750..	Infant class S. S. 2nd Pres. church, Troy, N. Y.....	" Leonora.....	Yokohama.....	22

During November, 1879, fifty-four loan libraries, previously sent out, were re-shipped from our Rooms at New York and Boston, as follows:—

No. 2,194,	No. 3,915,	No. 4,333,	No. 4,574,	No. 4,891,	No. 5,070,	No. 5,531,	No. 6,004,	No. 6,255,
" 2,605,	" 3,987,	" 4,379,	" 4,691,	" 4,893,	" 5,152,	" 5,534,	" 6,019,	" 6,435.
" 2,754,	" 3,989,	" 4,398,	" 4,810,	" 4,902,	" 5,156,	" 5,730,	" 6,061,	" 6,463.
" 3,092,	" 3,995,	" 4,444,	" 4,811,	" 4,932,	" 5,236,	" 5,760,	" 6,084,	" 6,513.
" 3,760,	" 4,150,	" 4,470,	" 4,847,	" 4,964,	" 5,464,	" 5,944,	" 6,118,	" 6,540.
" 3,808,	" 4,291,	" 4,481,	" 4,868,	" 4,965,	" 5,500,	" 5,997,	" 6,247,	" 6,569.

The new loan libraries, Nos. 6,697 and 6,698, assigned in October, 1879, and reported in LIFE BOAT with the SAILORS' MAGAZINE for December, 1879, should have been credited to the *Newburyport, (Mass.) Bethel Society.*

## SUMMARY.

New Libraries Issued in June, 1879—22				Libraries Reshipped in June, 1879—50			
" "	" "	July,	" —15	" "	" "	July,	" —50
" "	" "	Aug.	" —21	" "	" "	Aug.	" —52
" "	" "	Sept.	" —27	" "	" "	Sept.	" —45
" "	" "	Oct.	" —28	" "	" "	Oct.	" —44
" "	" "	Nov.	" —29	" "	" "	Nov.	" —54

Rooms of the American Seamen's Friend Society, 80 Wall Street, New York.



# AMERICAN SEAMEN'S FRIEND SOCIETY,

80 Wall Street, New York.

ORGANIZED, MAY, 1828—INCORPORATED, APRIL, 1833.

RICHARD P. BUCK, Esq., *President.*

CAPT. NATH'L BRIGGS, *Vice President.*

Rev. S. H. HALL, D. D., *Cor. Sec'y & Treas.*

L. P. HUBBARD, *Financial Agent.*

OBJECTS. 1.—To improve the social, moral and religious condition of seamen; to protect them from imposition and fraud; to prevent them from becoming a curse to each other and the world; to rescue them from sin and its consequences, and to SAVE THEIR SOULS. 2.—To sanctify commerce, an interest and a power in the earth, second only to religion itself, and make it everywhere serve as the handmaid of Christianity.

MEANS OF ACCOMPLISHMENT. 1.—The preaching of the Gospel by Missionaries and Chaplains, and the maintenance of Bethel Churches in the principal ports of this and foreign countries. In addition to its Chaplaincies in the United States, the Society has stations in CHINA, JAPAN, the SANDWICH ISLANDS, CHILI, BRAZIL, FRANCE, ITALY, BELGIUM, DENMARK, NORWAY, SWEDEN, NEW BRUNSWICK, &c., and will establish others as its funds shall allow. Besides preaching the Gospel to seamen on ship-board and on shore, and to those who do business upon our inland waters, Chaplains visit the sick and dying, and as far as possible supply the place of parents and friends.

2.—The monthly publication of the SAILORS' MAGAZINE and SEAMEN'S FRIEND, designed to collect and communicate information, and to enlist the sympathy and co-operation of Christians of every name, in securing the objects of the Society. The last of these publications, the SEAMEN'S FRIEND, is gratuitously furnished to Chaplains and Missionaries for distribution among seamen and others. The Society also publishes the LIFE BOAT for the use of Sabbath-schools.

3.—LOAN LIBRARIES, composed of carefully selected, instructive, and entertaining books, put up in cases containing between thirty-five and forty volumes each, for the use of ships' officers and crews, and placed as a general thing, in the care of converted sailors, who thus become for the time, effective missionaries, among their shipmates. This plan of sea-missions contemplates much more than the placing of a Christian Library on ship-board, in that, (1) It places the library in the hands of an individual who takes it for the purpose of doing good with it, and who becomes morally responsible for the use made of it. (2) It usually places the library in charge of the Captain of the vessel. (3) It contemplates a connection between the sailor and the individual who furnishes the library which he reads. The donor of each library is informed, if he requests it, when and where it goes, and to whom it is entrusted; and whatever of interest is heard from it, is communicated. The whole number of libraries sent out by the Society, to April, 1879, is 6,502, containing 349,328 volumes. Calculating 6,144 re-shipments, they have been accessible to more than 254,295 men. Over one thousand hopeful conversions at sea have been reported as traceable to this instrumentality. A large proportion of these libraries have been provided by special contributions from Sabbath-schools, and are frequently heard from as doing good service. This work may be and should be greatly extended. More than 20,000 American vessels remain to be supplied.

4.—The establishment of SAILORS' HOMES, READING ROOMS, SAVINGS' BANKS, the distribution of BIBLES, TRACTS, &c.

The SAILORS' HOME, 190 Cherry St., New York, is the property and under the direction of the Society. It was opened in 1842, since which time it has accommodated over 90,000 boarders. This one institution has saved to seamen and their relatives, \$1,500,000. The moral and religious influence on the seamen sheltered there, can not be estimated. More or less shipwrecked seamen are constantly provided for at the Home. A Missionary of the Society is in daily attendance, and religious meetings are held on week day evenings. Similar institutions exist, in other cities, under the care of auxiliary Societies.

NOTE.—Twenty dollars contributed by any individual or Sabbath-school, will send a Library to sea, in the name of the donor. The SAILORS' MAGAZINE is, when asked for, sent gratuitously to Pastors, who take a yearly collection for the cause, and to Life-Members and Directors, upon an annual request for the same.



## LIFE MEMBERS AND DIRECTORS.

A payment of Five Dollars makes an Annual Member, and Thirty Dollars at one time constitutes a Life Member; One Hundred Dollars, or a sum which in addition to a previous payment makes One Hundred Dollars, a Life Director.

## FORM OF A BEQUEST.

"I give and bequeath to THE AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of \$—, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should certify at the end of the will, over their signatures, to the following formalities, which, in the execution of the will should be strictly observed:

1st. That the testator subscribed (or acknowledged the subscription of) the will in their presence.—2nd. That he at the same time declared to them that it was his last will and testament.—3rd. That they, the witnesses, then and there, in his presence, and at his request, and in presence of each other, signed their names thereto as witnesses.

## SHIPS' LIBRARIES.

Loan Libraries for ships are furnished at the offices, 80 Wall Street, N. Y., and 13 Congregationalist House, Boston, at the shortest notice. Bibles and Testaments in various languages may be had either at the office, or at the Depository of the New York Bible Society, 7 Beekman Street.

## SAVINGS BANKS FOR SEAMEN.

All respectable Savings' Banks are open to deposits from Seamen, which will be kept safely and secure regular instalments of interest. Seamen's Savings' Banks as such are established in New York, 74-6 Wall Street and 189 Cherry Street, and Boston, Tremont Street, open daily between 10 and 3 o'clock.

## SAILORS' HOMES.

LOCATION.	ESTABLISHED BY	KEEPERS.
NEW YORK, 190 Cherry Street.....	Amer. Sea. Friend Society.	Fred'k Alexander.
BOSTON, cor. Salem and Bennet Sts.....	Boston " " " "	B. F. Jacobs.
PHILADELPHIA, 423 South Front St.....	Penn. " " " "	C. F. Bowman.
WILMINGTON, cor. Front & Dock Sts...	Wilm. Sea. Friend Society.	Capt. J. F. Gilbert.
CHARLESTON, S. C.....	Charleston Port Society....	Capt. Peter Smith.
MOBILE, Ala.....	Ladies' Sea. Fr'nd Society.	Geo. Ernst Findeisen.
SAN FRANCISCO, Cal.....	" " " "	" " " "
HONOLULU, S. I.....	Honolulu " " " "	E. Dunscombe.

## INDEPENDENT SOCIETIES AND PRIVATE SAILOR BOARDING HOUSES.

NEW YORK, 338 Pearl Street.....	Epis. Miss. Soc. for Seamen	Edward Rhode
4 Catharine Lane, (Colored).....	do.	G. F. Thompson.
BOSTON, N. Square, Mariners House...	Boston Seamen's Aid Soc'y	N. Hamilton.
PORTSMOUTH, N. H., No. 8 State St.....	Seamen's Aid Society.....	John Stevens, Supt.
NEW BEDFORD, 14 Bethel Court.....	Ladies' Br. N. B. P. S.....	Mr. & Mrs. H. G. O. Nye.
BALTIMORE, 23 South Ann Street.....	" " " "	Miss Ellen Brown.
GALVESTON, Texas, cor. Strand & 26 St.	" " " "	" " " "

## MARINERS' CHURCHES.

LOCATION.	SUSTAINED BY	MINISTERS.
NEW YORK, Catharine, cor. Madison...	New York Port Society.....	Rev. E. D. Murphy.
Foot of Pike Street, E. R.....	Episcopal Miss. Society....	" Robert J. Walker.
Foot of Hubert Street, N. R.....	" " " "	" H. F. Roberts.
Open air Service, Coenties Slip....	" " " "	" Isaac Maguire.
Oliver, cor. Henry Street.....	Baptist.....	" J. L. Hodge, D. D.
Cor. Henry and Market Streets...	Sea & Land, Presbyterian..	" E. Hopper, D. D.
BROOKLYN, 8 President Street.....	Am. Sea. Friend Society...	" E. O. Bates.
" Navy Yard.....	" " " "	" T. D. Williams.
BUFFALO.....	" " " "	" P. G. Cook.
ALBANY, Montgomery Street.....	Methodist.....	" S. H. Hayes.
BOSTON, cor. Salem & N. Bennet Sts...	Boston Sea. Friend Society..	" Cyrus L. Eastman.
North Square.....	Boston Port Society.....	" H. A. Cooke.
Cor. Commercial and Lewis Sts...	Baptist Bethel Society....	" J. P. Pierce.
Parmenter Street.....	Episcopal.....	" F. Southworth.
PORTLAND, ME., Fort St. n. Custom H.	Portland Sea. Fr'nd Soc'y..	" J. W. Thomas.
PROVIDENCE, R. I., 52 Wickenden St...	Prov. Sea. Friend Society..	" C. H. Malcom, D.D.
NEWPORT, R. I., 51 Long Wharf.....	Individual Effort.....	" J. D. Butler.
NEW BEDFORD.....	New Bedford Port Society..	" " " "
PHILADELPHIA, c. Front & Union Sts...	Presbyterian.....	" " " "
Cor. Moyamensing and Washing- ton Avenues.....	Methodist.....	" William Major.
Catharine Street.....	Episcopal.....	" W. B. Erben.
Front Street, above Navy Yard...	Baptist.....	" P. Frayne.
Port Missionary, 1420 Chestnut St.	" " " "	" E. N. Harris.
BALTIMORE, cor. Alice & Anna Sts....	Seamen's Un. Bethel Soc'y.	" Chas. McElfresh.
Cor. Light and Lee Streets.....	Baltimore S. B.....	" R. R. Murphy.
NORFOLK.....	American & Norfolk Sea. } Friend Societies	" E. N. Crane.
WILMINGTON, N. C.....	Wilmington Port Society...	" James W. Craig.
CHARLESTON, Church, n. Water St....	Amer. Sea. Friend Soc'y...	" Wm. B. Yates.
SAVANNAH.....	" " " "	" Richard Webb.
MOBILE, Church Street, near Water...	" " " "	" " " "
NEW ORLEANS.....	Amer. Sea. Friend Soc'y...	" L. H. Pease.
SAN FRANCISCO, Cal.....	" " " "	" J. Rowell.
PORTLAND, Oregon.....	" " " "	" R. S. Stubbs.



# Sailors' Magazine Calendar.

1880

## JANUARY.

S	M	T	W	T	F	S
..	..	..	..	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

## FEBRUARY.

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	..	..	..	..	..	..

## MARCH.

S	M	T	W	T	F	S
..	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31	..	..	..

## APRIL.

S	M	T	W	T	F	S
..	..	..	..	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	..

## MAY.

S	M	T	W	T	F	S
..	..	..	..	..	..	1
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9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	..	..	..	..	..

## JUNE.

S	M	T	W	T	F	S
..	..	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	..	..	..

SIXTY-FIVE HUNDRED  
LOAN LIBRARIES FOR SEAMEN  
HAVE BEEN PROVIDED BY THE  
AMERICAN SEAMEN'S FRIEND SOCIETY.

TWENTY DOLLARS  
SENDS A LIBRARY TO SEA IN THE NAME OF THE DONOR.

## JULY.

S	M	T	W	T	F	S
..	..	..	..	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

## AUGUST.

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	..	..	..	..

## SEPTEMBER.

S	M	T	W	T	F	S
..	..	..	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	..	..

## OCTOBER.

S	M	T	W	T	F	S
..	..	..	..	1	2	..
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31	..	..	..	..	..	..

## NOVEMBER.

S	M	T	W	T	F	S
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7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	..	..	..	..

## DECEMBER.

S	M	T	W	T	F	S
..	..	..	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	..